TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

November 9, 2010

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: November 1, 2010

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – November 9, 2010

Herewith is the TBPOC Meeting Materials Packet for the November 9th meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
November 9, 2010, 10:00am – 1:00pm
Mission Bay Office, 325 Burma Road, Oakland, CA
TBPOC - PMT pre-briefing, 10:00am – 11:00am
TBPOC meeting, 11:00am – 1:00pm

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	S. Heminger, BATA	5 min	Information
2.	**TBPOC/ ABF Discussion** a. Self-Anchored Suspension (SAS) Superstructure Mitigation and Acceleration Update	PMT	30 min	Information
3.	**CONSENT CALENDAR** a. TBPOC Meeting Minutes: 1) October 7, 2010 Meeting Minutes*	A. Fremier, BATA	5 min	Approval
4.	**PROGRESS REPORTS** a. Draft TBSRP Third Quarter 2010 Project Progress and Financial Update**	A. Fremier, BATA	5 min	Approval
	b. TBSRP 3rd Quarter 2010 Risk Management Update*	J. Tapping, CT	15 min	Information
5.	**PROGRAM ISSUES** a. West Approach Right-of-Way Update*	M. Shindler, CT	5 min	Information
	b. West Approach Landscaping and Lighting Contract Award and Allocation*	P. Lee, BATA	5 min	Approval
6.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Yerba Buena Island (YBI) Detour 1) Update	T. Anziano, CT	5 min	Information
	b. Yerba Buena Island Transition Structures No. 1 1) Update	T. Anziano, CT	5 min	Information
	c. Oakland Touchdown (OTD) No. 2 1) Temporary OTD Detour Alignment and Bicycle/Pedestrian Access*	B. Maroney, CT	30 min	Approval
7.	**ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES***	J. Weinstein, BATA	10 min	Information
8.	**OTHER BUSINESS**			

Next TBPOC Meeting: December 2, 2010, 10:00 AM – 1:00 PM
Mission Bay Office, Oakland, CA

* Attachments
** Stand-alone document included in the binder

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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TBPOC MEETING
November 9, 2010

*Attachments
**Stand-alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2a
TBPOC/ ABF/ TYLMN Discussion
Item- Self-Anchored Suspension (SAS) Superstructure Mitigation and Acceleration Update

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Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the SAS contract will be provided at the November 9th meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a1

Item- Consent Calendar
TBPOC Meeting Minutes
October 7, 2010 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the October 7, 2010 Meeting Minutes.

Attachment(s):
October 7, 2010 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
October 7, 2010, 10:00am – 1:00pm
Mission Bay Office, 325 Burma Road, Oakland, CA
TBPOC – PMT pre-briefing, 10:00am – 11:00am
TBPOC meeting, 11:00am – 1:00pm

Attendees: TBPOC Members: Steve Heminger**,** Bimla Rhinehart, and Cindy McKim
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Michele DiFrancia, Don Fogle, Rich Foley, Asif Haq, Steven Hulsebus, Beatriz Lacson, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Ken Terpstra, and Jon Tapping
Part-time: Sajid Abbas (TYL/M&N), Craig Chatelain (AECOM), Eric Cordoba (SFCTA), Rich Hillis (SF Mayor's Ofc), Michael Tymoff (SF Mayor's Ofc) and Al Ely (M&N)

Convened: 10:50 AM

Items	Action
1. CHAIR'S REPORT • S. Heminger, the Chair, indicated that he, A. Fremier and some BATA commissioners will be traveling to China in two weeks to check on the East End fabrication and to market bonds.	
2. TBPOC/ABF/ TYLMN Discussion a. Self-Anchored Suspension (SAS) Superstructure Mitigation and Acceleration Update • T. Anziano gave an update on the deck panel fabrication, segments 13 and 14 work, tower grillage and welding. Work is continuing at an accelerated pace and going very well. o The next shipment of OBG9 and Tower Lift 2 is expected to arrive on October 9. o Tower lift 2 erection is scheduled for the third week of October, which will be another media event and visible to traffic.	

Items	Action
3. CONSENT CALENDAR a. TBPOC Meeting Minutes 1) August 27, 2010 Conference Call Minutes 2) September 2, 2010 Meeting Minutes b. Contract Change Orders (CCOs) 1) Yerba Buena Island Transition Structures No. 1 CCO 21-S1, Compensation for New National Pollution Discharge Elimination System (NPDES) for the Storm Water Protection and Prevention Plan (SWPPP) Permit - $2,550,060	• The TBPOC **APPROVED** the Consent Calendar, as presented.
4. PROGRESS REPORTS a. Draft Project Progress and Financial Update September 2010 • P. Lee reported that the final Project Progress and Financial Update September 2010, which the PMT approved through TBPOC-delegated authority, will go out in the BATA packet today without current expenditure data due to Caltrans' transition to a new accounting system.	• The TBPOC confirmed **APPROVAL** of the Project Progress and Financial Update September 2010 by the PMT through TBPOC-delegated authority.
5. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. SAS Update 1) Light Poles • P. Lee provided an update on the procurement and fabrication of the light poles for the entire East Span of the SFOBB including the SAS. o BATA awarded the purchase order and notice to proceed to the low bidder Valmont Industries, Inc. The Department agrees with the award. 2) CCO 167 (LED Light Fixtures) • T. Anziano presented, for TBPOC approval, CCO 167 which changes	• The TBPOC **APPROVED** CCO 167 for an amount not to

Items	Action
the SAS cable, tower and deck-mounted light fixtures from metal halide to LED lights, for an amount not to exceed $1,200,000. • The SAS contractor will select a supplier to fabricate the fixtures based on field demonstrations of three suppliers and Department input. b. Yerba Buena Island (YBI) Detour 1) Update • T. Anziano reported that the job is basically complete. c. Yerba Buena Island Transition Structures (YBITS) No. 1 1) City of San Francisco Update/YBITS1 Structural CCO • T. Anziano introduced the City of San Francisco team and described additional CCO work that would change aesthetics, the cost for which is within the amount set forth in the Cooperative Agreement 4-2283 executed in March 2010, but would revise the schedule for it. • E. Cordoba, Project Manager, San Francisco County Transportation Authority (SFCTA), distributed a handout, for TBPOC information, on "I-80/Yerba Buena Island Westbound Ramps Project, Presentation to the TBPOC, Structural CCO for Ramp Connections", and summarized its contents and work schedule. o The CCO is consistent with the Cooperative Agreement, and all CCO costs will be borne by the San Francisco County Transportation Authority. • In the interest of time, E.	exceed $1,200,000, as presented. • Although presented as an

Items	Action
Cordoba requested TBPOC approval to pass work-related documents to the contractor in order to identify cost, obtain pricing, and begin processing a CCO. o T. Anziano indicated that the PMT supports the City and County of San Francisco in this effort, but to maintain distinction between the City's project and ours, a separate environmental report would be required. d. Oakland Touchdown (OTD) No. 2 1) Revised Detour and Staging Concept Update • B. Maroney described the two alternative alignments currently being considered for the detour: Alignment #9 which avoids the billboards and cell phone towers on the OTD site; and Alignment #7 which requires full, permanent acquisition of 2 billboards and 2 cell phone towers. He presented the advantages of moving forward quickly, efficiently and safely with Alignment #9 as opposed to the merits of Alignment #7 presented by S. Maller. o S. Hulsebus noted that the design exceptions are the same for both alignments. Bicycle/ pedestrian access to the bridge at time of opening varies by alignment. o Discussion included a comparison between Alignment #9 and #7 as to cost, schedule, risk; billboard acquisition constraints; and impact of bike/pedestrian access • The following authorizations were requested with respect to	informational item, the TBPOC **APPROVED** the City's request to issue documents to the contractor and begin processing a CCO, conditional on an approved environmental document for the project, an agreement that the City of San Francisco will pay to restore the structure to its original condition if the ramps are not built, and revising the Cooperative Agreement to reflect the additional CCO work.

Items	Action
this work. 1) Approval to advance the Temporary Oakland Touchdown Detour on Alignment #9. 2) Approval to advance the Temporary Oakland Touchdown eastbound roadway and necessary associated work by contract change order (CCO) to MCM Construction. (This is not approval for the CCO, but just to advance the work in preparation for the CCO that would then be expected to be reviewed and approved.) 3) Approval to advance the Oakland Touchdown permanent bridge work and associated work as part of the Oakland Touchdown 2 (OTD2) Plans, Specifications, and Estimate (PS&E) package that is being scheduled for competitive bidding. 4) Approval to advance the Temporary Oakland Touchdown Detour westbound bridge widening, roadway, and necessary associated work by using an expedited process (short list bidding under a Director's order or CCO). 5) Approval to advance the Oakland Touchdown work in accordance with the schedule labeled Alt 9 OTD EB Detour CCO & WB CCO, or alternatively, Alt 9 OTD EB Detour CCO & WB Short List Option. 6) Approval to contract out parts	• The TBPOC deferred Item 1, and **APPROVED** Items 2, 3, 4 (via CCO) and 6, as presented, and item 5 with revision (replace "or alternatively, Alt. 9" with "regardless of alignment"). • The TBPOC requested additional information related to bicycle access and safety for both alignments. • The PMT to present the recommended alignment to the TBPOC at a conference call in one week or three weeks, as discussed.

Items	Action
of the design of the Temporary Oakland Touchdown Detour PS&E to T. Y. Lin and Parsons Brinkerhoff. o The TBPOC indicated that they do not have sufficient information to decide on Item 1 (preferred alignment) and directed the team to further analyze the pros and cons of each alignment and present a more comprehensive evaluation of both options for PMT analysis and recommendation to the TBPOC as soon as possible. 2) OTD2 Bicycle Access Options • See item 5d1 above.	
6 ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES • P. Lee provided updates, for TBPOC information, on the Antioch and Dumbarton Bridge Seismic Retrofit projects. o Antioch Bridge: Progress in field work is ongoing. A fabrication welding issue was described which may result in a CCO. o Dumbarton Bridge: Field work is scheduled to start mid-October 2010.	
7 OTHER BUSINESS • The next TBPOC meeting is a conference call in the next week or three weeks, prior to the November 9, 2010 meeting in Oakland.	

Adjourned: 12:05 PM

TBPOC MEETING MINUTES
October 7, 2010, 10:00am – 1:00pm

APPROVED BY:

_____ _____
STEVE HEMINGER, TBPOC Chair Date
Executive Director, Bay Area Toll Authority

_____ _____
BIMLA G. RHINEHART, TBPOC Vice-Chair Date
Executive Director, California Transportation Commission

_____ _____
CINDY McKIM Date
Director, California Department of Transportation

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Andrew Fremier, Deputy Director, BATA

RE: Agenda No. - 4a

Item- Progress Reports
Draft TBSRP Third Quarter 2010 Project Progress and Financial Update

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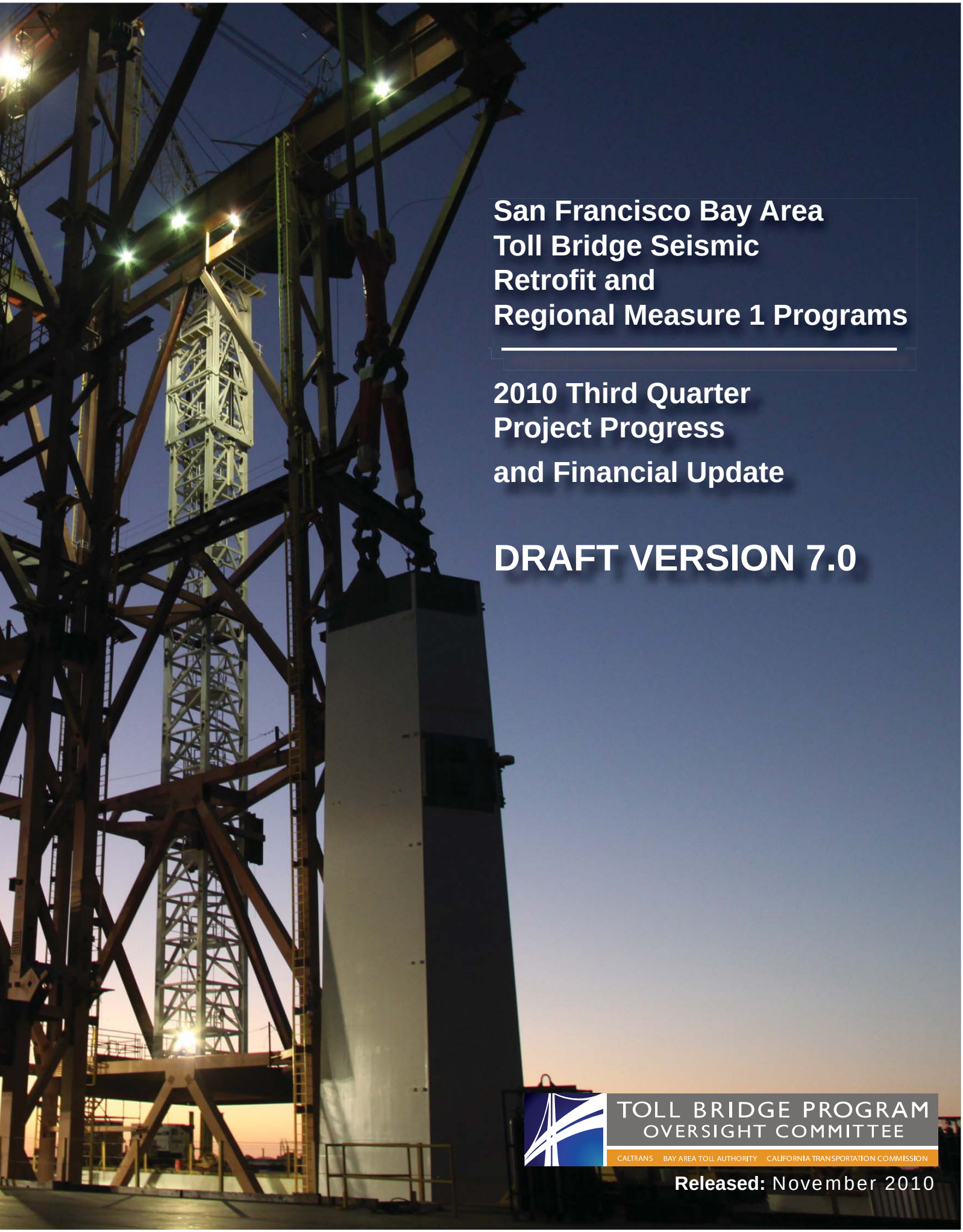
Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this package, for TBPOC approval, is a draft Third Quarter 2010 Project Progress and Financial Update. Actual costs and forecasts have yet to be incorporated in the report. The final report is scheduled for distribution on November 12, 2010.

Attachment(s):
Draft TBSRP Third Quarter 2010 Project Progress and Financial Update (see end of binder)



San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

2010 Third Quarter Project Progress and Financial Update

DRAFT VERSION 7.0

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: November 2010


ZPMC

SAS Shear-leg Crane Barge Lifting Roadway Box 8 Westbound

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee
Department of Transportation
Office of the Director
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

November 9, 2010

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Messrs. Schmidt and Wilson:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2010 Third Quarter Toll Bridge Seismic Retrofit Program Report, prepared pursuant to California Streets and Highways Code Section 30952. The TBPOC is tasked to perform project oversight and control over the Toll Bridge Seismic Retrofit Program (TBSRP), which includes the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This third quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through September 30, 2010.

Over the last quarter, significant progress has been made on the San Francisco-Oakland Bay Bridge East Span Replacement Project. Sixteen of 28 steel roadway boxes have now been installed for the Self-Anchored Suspension Span (SAS) along with the second lift of tower boxes. While each installed segment represents a major step forward, we continue to be mindful of the challenges that remain and of our goal to open the new bridge to traffic in 2013.

On the critical path to opening the bridge is the completion of the last four roadway anchorage boxes. A significant change order recently was negotiated to resolve outstanding contract issues that have hindered the project, and to provide incentives for faster delivery of these last four roadway anchorage boxes. The change order also provides for a “seismic safety opening” of the bridge that allows traffic on the bridge as soon as possible before non-essential systems like architectural lighting or removal of unneeded temporary support structures are completed. With this allowance, we will maintain our goal of getting traffic onto the new bridge by the end of 2013.

We currently are transitioning contractors on Yerba Buena Island. The Yerba Buena Island Detour (YBID) contractor, CC Myers, completed its work at the end of September and has demobilized off-site. This allows for the Yerba Buena Island Transition Structures #1 (YBITS) contractor, MCM Construction, to construct the remaining columns and approach structures from the tunnel to the new self-anchored suspension span. Work already has started on some of the foundations and columns atop the steep hillsides of the island.

Work has started on the seismic retrofits of the Antioch and Dumbarton bridges, and we are making excellent progress on both projects. Bids for the Dumbarton Bridge seismic retrofit contracts were significantly lower than the engineer's estimate, which has allowed us to reduce the program budget for the contract by $216 million.

As of the end of the third quarter of 2010, the 50 percent probable draw is $210 million from our approved Program Contingency of $415.3 million. With a potential draw range from about $75 million to $350 million, the current Program Contingency balance, including the aforementioned budget reduction for the Dumbarton Bridge, is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously being developed and implemented to reduce the potential draw on the Program Contingency.

The TBPOC is committed to providing the Legislature with comprehensive and timely reporting on the TBSRP. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

Sincerely,

STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority

BIMLA G. RHINEHART
TBPOC Vice-Chair
Executive Director
California Transportation Commission

CINDY McKIM
Director
California Department of Transportation

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee
Department of Transportation
Office of the Director
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

November 9, 2010

Mr. James Earp, Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Mr. Dario Frommer, Vice-Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Commissioners Earp and Frommer:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2010 Third Quarter Toll Bridge Seismic Retrofit Program Report, prepared pursuant to California Streets and Highways Code Section 30952. The TBPOC is tasked to perform project oversight and control over the Toll Bridge Seismic Retrofit Program (TBSRP), which includes the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This third quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through September 30, 2010.

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The TBPOC is committed to providing the Legislature with comprehensive and timely reporting on the TBSRP. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

Sincerely,

STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority

BIMLA G. RHINEHART
TBPOC Vice-Chair
Executive Director
California Transportation Commission

CINDY McKIM
Director
California Department of Transportation

SAS Tower Shaft Lift 2

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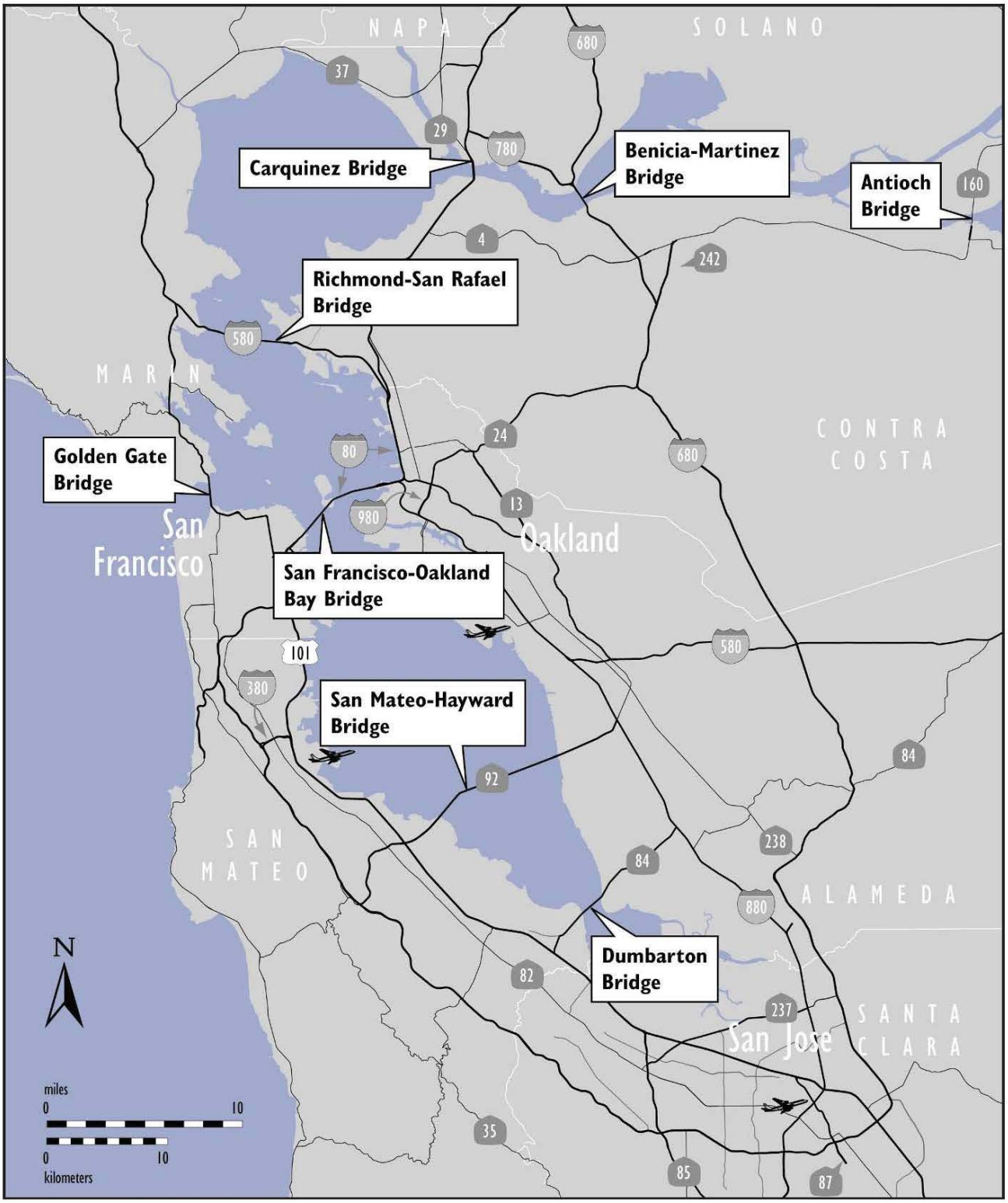
Map of Bay Area Toll Bridges



*** The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.**

Introduction

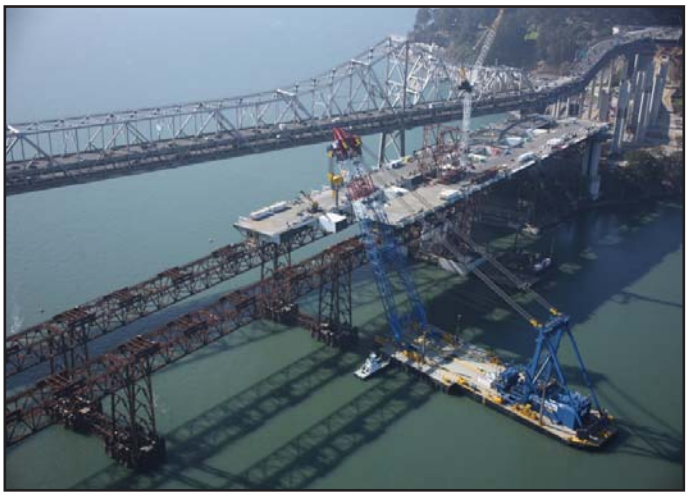
In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee) and preparing project reports. AB 144 identified the Toll Bridge Seismic Retrofit Program (TBSRP) and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton seismic retrofit projects. The current Toll Bridge Seismic Retrofit Program is as follows:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Construction
Antioch Bridge Seismic Retrofit	Construction
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS



Aerial View of the Shear-Leg Crane Barge Erecting Crossbeam 9

SAS Ground View of Roadway Box Lift 1 to 8 Eastbound

SAS Roadway Box Lifts 6 and 7 Eastbound Seam Welding on top of Temporary Support Structure

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management.

A comprehensive risk assessment is performed for each project in the program on a quarterly basis. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

As of the end of the second quarter of 2010, the 50 percent probable draw on Program Contingency is $367 million. The potential draw ranges from about $200 million to $550 million. Program Contingency decreased by $240 million in the second quarter of 2010. The majority of the reduction can be explained by the removal of $137 million from the Antioch Bridge budget, transfer of $203 million to the East Span COS budget, both of which were partially offset by a decrease in the Dumbarton Bridge cost estimate.

The current Program Contingency balance is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension (SAS) Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). Significant progress is being made both in the Bay Area and around the world. The first 16 of 28 steel roadway boxes have arrived and 15 were lifted into place as of the end of September 2010. The first shipment of tower lift shafts have been placed into position on top of the tower foundation. The two steel roadway boxes 9 east and westbound

San Francisco-Oakland Bay Bridge Detour Structure Completed over the Labor Day Weekend 2009

and tower lift 2 shafts were shipped on September 18, 2010 and are expected to arrive at Pier 7 in Oakland on October 9, 2010.

These boxes, fabricated in Shanghai, China, join other bridge components that have been arriving from around the country and the world. All bridge components undergo a rigorous quality review by the fabricator, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped. Shipments of roadway and tower boxes will continue throughout the year.

The completion of the last roadway sections at the east end of the new span are on the critical path and the east end fabrication has been delayed due to the complexity of the work. In September 2010, the TBPOC negotiated a change to the contract with the contractor to address these challenges, mitigate delays, and to accelerate the remaining work with a goal of opening the bridge to traffic by 2013. The change agreed to is a "seismic safety opening" of the bridge to traffic before non-essential systems are completed, like architectural lighting or removal of unneeded temporary support structures.

To fund the change and replenish contract contingency, the TBPOC approved an amendment to the budget for the SAS contract to be consistent with the $2.0 billion Second Quarter 2010 forecast which resulted in an approved budget increase of $293 million. This action will not require any change to the overall Toll Bridge Seismic Retrofit Program budget because there are adequate program contingency funds available to cover this budget change for the SAS contract.

Yerba Buena Island Detour Contract

The area will be completely turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor effective October 1, 2010, and, the detour contractor, CC Myers, will complete demobilization in early October 2010.

Yerba Buena Island Transition Structures #1 Contract

The YBITS#1 contract has been awarded to MCM Construction, the same contractor that completed the Oakland Touchdown (OTD) #1 contract. MCM mobilized and began delivering equipment and material to start construction in September 2010, and will have total access to the area effective October 1, 2010.

Yerba Buena Island Transition Structures Columns

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Touchdown Bike Path and Hand Railing

Oakland Touchdown Service Platforms Installed

Dumbarton Bridge

Oakland Touchdown #1 Contract

The Oakland Touchdown (OTD) #1 contractor, MCM Construction completed the work on June 8, 2010. The contract constructed the westbound approach from the toll plaza to the Skyway structure and the portion of the eastbound approach that is not in conflict with the existing bridge structure.

TBSRP Capital Outlay Support

The capital outlay support (COS) budget, originally established as a part of AB 144 in 2005, was based on a schedule that assumed bridge opening in 2012. After the SAS contract was rebid, interested contractors requested an additional year to be added to the schedule. To ensure a competitive bidding pool, the TBPOC changed the approved schedule to reflect bridge opening in 2013, but delayed increasing the COS budget to cover the project extension with the belief that an accelerated early completion was still possible and that COS costs could be contained. Since that time, early completion has not materialized and the TBPOC has subsequently approved COS budget increases to be funded from the COS reserves set aside within the original program contingency for project extensions or delays. Opportunities to economize and reduce costs in this area will continue to be pursued, however, additional COS is forecast to be needed from the program contingency.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for one contract's delay to impact the entire program that are accounted for in the net programmatic risks.

Dumbarton Bridge Seismic Retrofit

June 15, 2010, Caltrans opened seven bids for the Dumbarton Bridge Seismic Retrofit Project. The low bidder, Shimmick Construction Company, Inc. was substantially less than the engineer's estimate. Given the low bid and the current estimated support costs and project contingencies, on September 2, 2010, the TBPOC was requested to amend the project budget to $149 million, which is $216 million below the original estimate.

Antioch Bridge Isolation Bearings Being Manufactured at Earthquake Protection Services, Vallejo, CA

Antioch Bridge Seismic Retrofit

Bids for the Antioch Bridge Retrofit Contract were opened on March 10, 2010. The contract was awarded to California Engineering Contractors, Inc. on April 22, 2010. The awarded contract was significantly less than the engineer's estimate for the work and has resulted in a sizeable cost forecast reduction. The original budget for the project was $267 million. Because of the low bid, the TBPOC has reduced the project budget to $101 million. The retrofit is forecast to be completed by May 2012.

Antioch Bridge Piers Being Fitted for Construction Access Scaffolding

Regional Measure 1 Toll Bridge Program (RM1)

Interstate 880/State Route 92 Interchange Reconstruction Project

Work is now ongoing on the remaining northern half of the separation structure. The project is forecast to be substantially completed in September 2011, pending weather or unforeseen construction delays.

92/880 NWCONN Bridge Construction in Progress

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (July 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (September 2010)	Cost to Date (June 2010)[1]	Current Cost Forecast (September 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	274.8	280.9	-	●
SAS Superstructure	Construction	1,753.7	293.1	2,046.8	1,054.0	2,097.4	50.6	●
YBI Detour	Construction	131.9	360.9	492.8	452.8	487.5	(5.3)	●
YBI Transition Structures (YBITS)		299.3	(93.0)	206.3	12.3	243.9	37.6	●
YBITS 1	Construction			*144.0*	*12.3*	*169.5*	*25.5*	●
YBITS 2	Design			*59.0*	-	*71.1*	*12.1*	●
YBITS Landscaping	Design			*3.3*	-	*3.3*	-	●
Oakland Touchdown (OTD)		283.8	4.2	288.0	208.7	280.2	(7.8)	●
OTD 1	Completed			*212.0*	*200.8*	*203.4*	*(8.6)*	●
OTD 2	Design			*62.0*	-	*62.8*	*0.8*	●
OTD Electrical Systems	Design			*4.4*	-	*4.4*	-	●
Submerged Electric Cable	Completed			*9.6*	*7.9*	*9.6*	-	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	233.0	(6.1)	●
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.7	18.3	-	●
Other Completed Contracts	Completed	90.4	-	90.4	89.8	90.4	-	●
Capital Outlay Support		959.3	203.0	1,162.3	858.0	1,282.5	120.2	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		5,486.6	696.6	6,183.2	4,256.0	6,348.3	165.1	
Antioch Bridge Seismic Retrofit								●
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	-	63.6	(6.4)	●
Capital Outlay Support			31.0	31.0	15.8	35.5	4.5	●
Total Antioch Bridge Seismic Retrofit		-	101.0	101.0	15.8	99.1	(1.9)	
Dumbarton Bridge Seismic Retrofit								●
Capital Outlay Construction and Mitigation	Awarded		92.7	92.7	0.3	92.7	-	●
Capital Outlay Support			56.0	56.0	21.9	56.0	-	●
Total Dumbarton Bridge Seismic Retrofit		-	148.7	148.7	22.2	148.7	-	
Other Program Projects		2,268.4	(64.6)	2,203.8	2,158.5	2,191.7	(12.1)	●
Miscellaneous Program Costs		30.0	-	30.0	25.5	30.0	-	●
Net Programmatic Risks [2]		-	-	-	-	59.1	59.1	●
Program Contingency		900.0	(484.7)	415.3	-	205.1	(210.2)	●
Total Toll Bridge Seismic Retrofit Program [3]		8,685.0	397.0	9,082.0	6,478.0	9,082.0	-	●

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (September 2010)	Current Completion Forecast (September 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 28
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	12	Mar 2013	Aug 2014	17	●	See Page 19
YBI Detour	Jul 2007	41	Dec 2010	Oct 2010	(2)	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 16
YBITS 1			Sep 2013	Dec 2013	3	●	
YBITS 2			Nov 2014	Mar 2015	4	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 29
OTD 1			Jun 2010	Jun 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Dec 2015	3	●	
Stormwater Treatment Measures	Mar 2008	-	Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Westbound Open	Sep 2011	12	Sep 2012	Dec 2013	15	●	
Eastbound Open	Sep 2012	12	Sep 2013	Dec 2013	3	●	
Antioch Bridge Seismic Retrofit							
Contract Completion			Aug 2012	May 2012	(3)	●	See Page 34
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Sep 2013	-	●	See Page 48

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.
[2] The Net Programmatic Risks of $202.8 million comprises $195.8 million program level risks and $7 million risk reconciliation.
[3] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Cost Summary

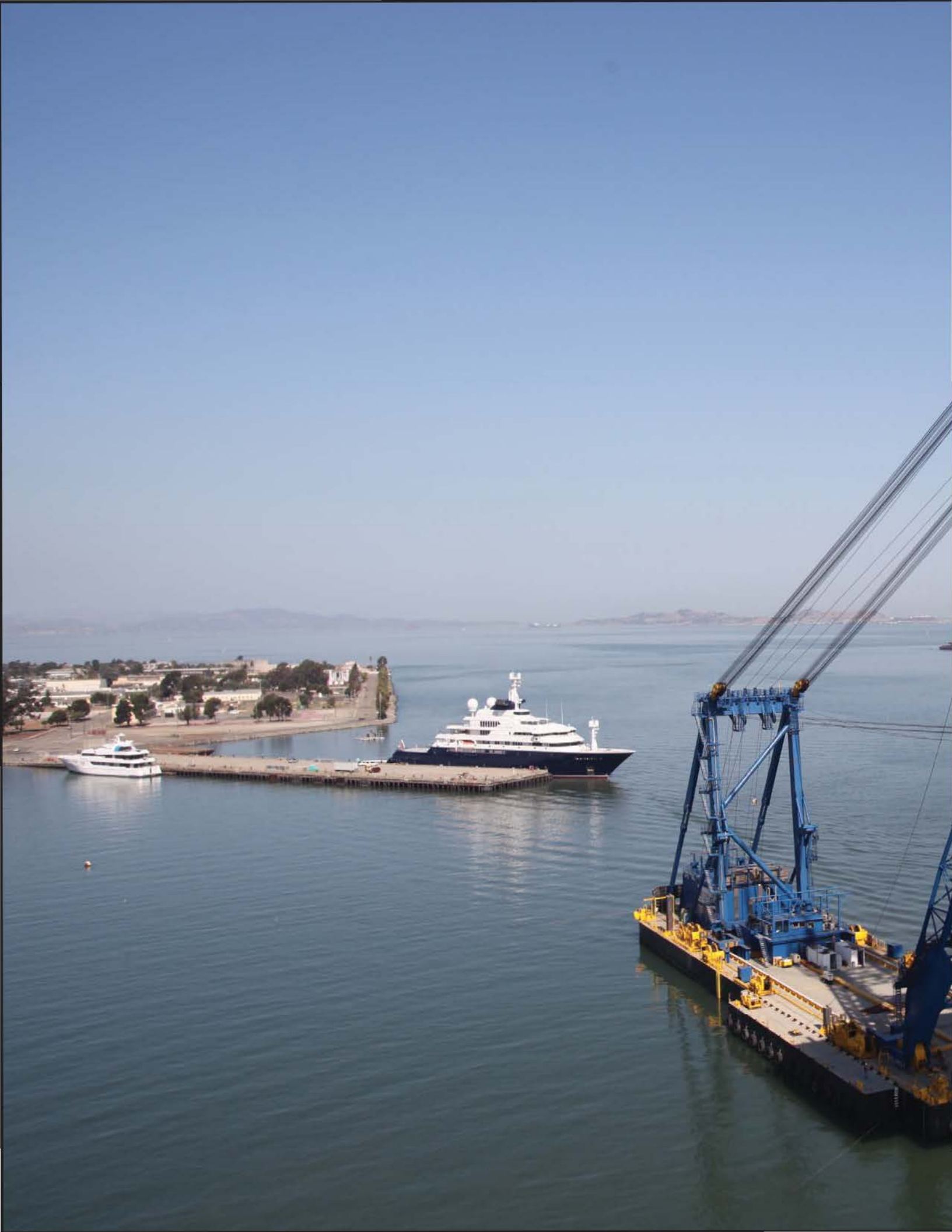
	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (September 2010)	Cost to Date (September 2010)	Current Cost Forecast (September 2010)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	66.2	161.0	109.1	161.0	-	●
Capital Outlay Support		28.8	34.6	63.4	55.4	63.4	-	●
Capital Outlay Right-of-Way		9.9	7.0	16.9	12.3	16.9	-	●
Project Reserve		0.3	3.4	3.7	-	3.7	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	176.8	245.0	-	
Other Completed Program Projects		1,978.8	182.6	2,161.4	2,087.1	2,161.4	-	
Total Regional Measure 1 Toll Bridge Program		2,112.6	293.8	2,406.4	2,263.9	2,406.4	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (July 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (September 2010)	Current Completion Forecast (September 2010)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	9	Jun 2011	Sep 2011	3	●	See Page 40

[1] Figures may not sum up to totals due to rounding effects.



Shear-Leg Crane Barge Lifting Roadway Box 8 Westbound

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, critical questions lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

West Approach Overview

West Approach Seismic Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco—bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street—involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.

San Francisco-Oakland Bay Bridge West Span

East Span Seismic Replacement Project

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span is complete and vehicles have been safely rerouted to it, the original East Span will be demolished.

Architectural Rendering of the New East Span of the San Francisco-Oakland Bay Bridge

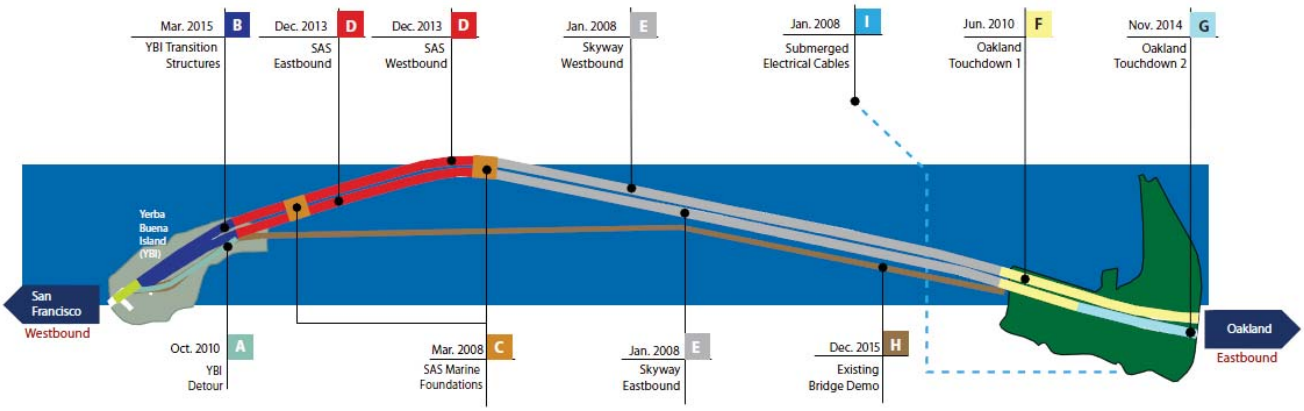
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

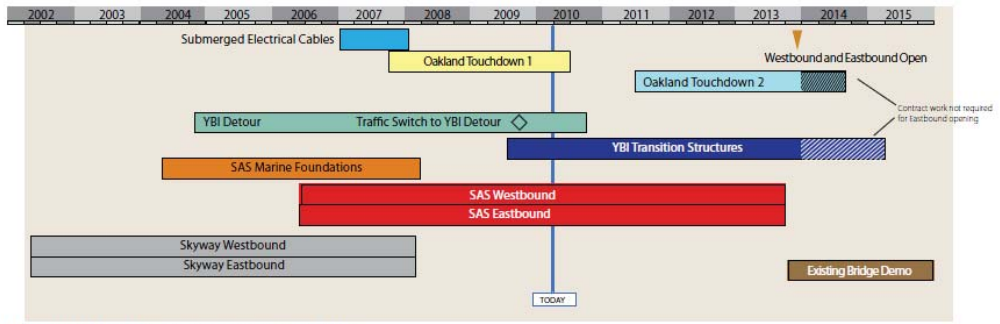
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that have been sequenced together.

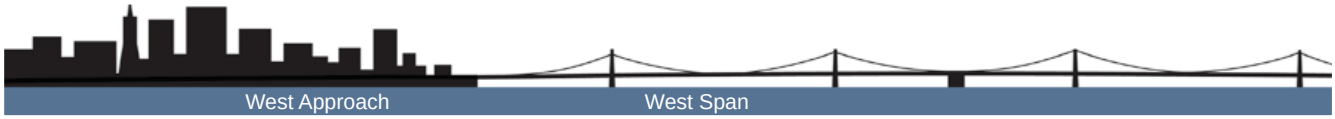
Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

SFOBB East Span Work Sequence





Note: Dates shown above are project completion dates.



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

YBI East Tie-In Rolled In Labor Day 2009

A YBID Contract

Contractor: C.C. Myers Inc

Approved Capital Outlay Budget: $492.8 M

Status: 100% Complete as of September 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes have increased the budget and forecast for the contract to cover the revised project scope and potential project risks.

Status: Work is completed on the demolition of the old approach span and all of accelerated foundations for the future transition structures from the Self-Anchored Suspension (SAS) bridge to the tunnel. The area will be turned over to the Yerba Buena Island Transition Structures (YBITS) #1 contractor effective October 1, 2010.

West Tie-In Phase #1 Rolled in on Labor Day 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

Overview of YBITS Advanced Columns, YBID and SAS W2 Cap Beam

B YBITS #1 Contract

Contractor: MCM Construction, Inc.

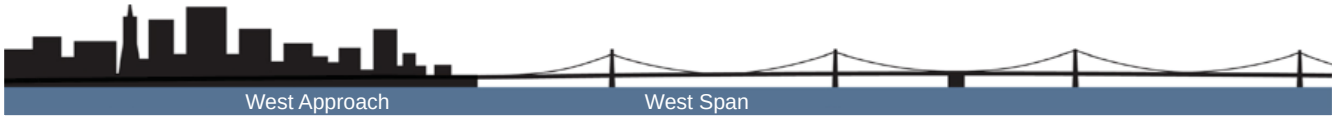
Approved Capital Outlay Budget: $144.0 M

Status: 5% Complete as of September 2010

The YBITS #1 contract will construct the mainline roadway structures from the SAS bridge to the YBI tunnel. On February 4, 2010, Caltrans awarded the YBITS #1 Contract to MCM Construction, Inc.

Status: The contract, MCM Construction, Inc., mobilized on September 1 and started driving piles for the access trestle and column footing 10L South and North on September 20th.

Rendering of Overview of Future Yerba Buena Island Transition Structures in Progress (top) with Completed Detour Viaduct (bottom)



YBITS #2 Contract

Contractor: TBD

Approved Capital Outlay Budget: $59.0 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island.

YBITS Landscaping Contract

Contractor: TBD

Approved Capital Outlay Budget $3.3M
Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to re-plant and landscape the area.

Yerba Buena Island Transition Structures Advanced Work

Due to the re-advertisement of the SAS superstructure contract in 2005, it became necessary to temporarily suspend the detour contract and make design changes to the viaduct. To make more effective use of the extended contract duration and to reduce overall project schedule and construction risks, the TBPOC approved the advancement of foundation and column work from the Yerba Buena Island Transition Structures contract.

Status: Complete.

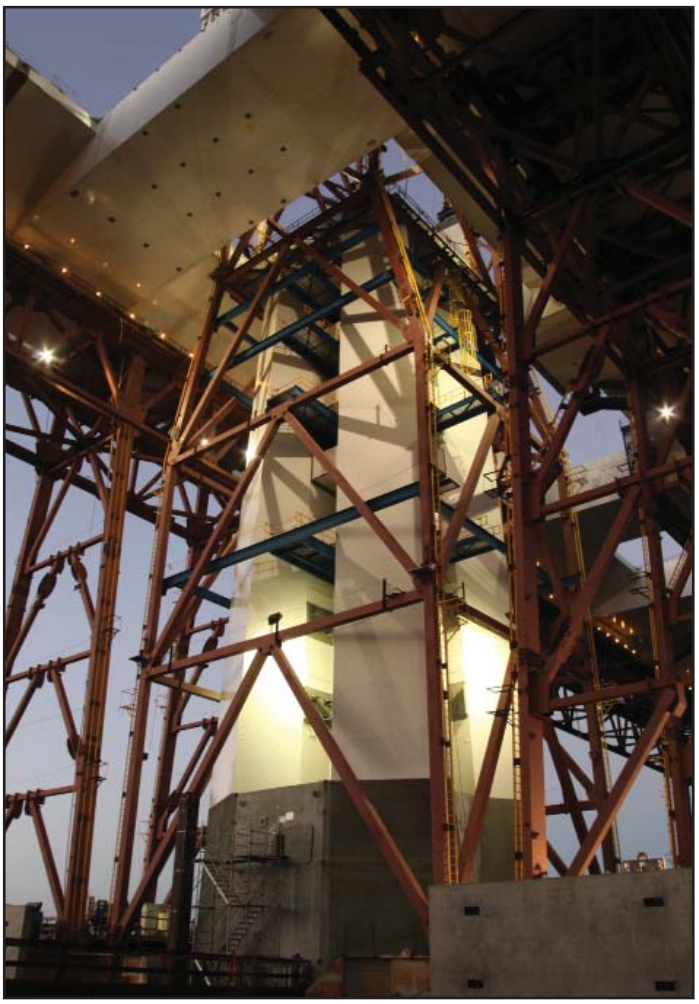
Overview of Yerba Buena Island Transition Structures Advanced Columns

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts— construction of the land-based foundations and columns at Pier W2; construction of the marine-based foundations and columns at Piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at Pier W2 and at Piers T1 and E2 was completed in 2004 and 2007, respectively.



SAS Tower Lift 1 Shafts

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed October 2004

The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed January 2008

Construction of the piers at E2 and T1 required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud (see rendering on facing page).

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.

D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $2.05 B
Status: 59% Complete as of September 2010

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. These cables hold up the roadbed and are anchored to the east end of the roadway boxes. While there will appear to be two main cables on the SAS, there will actually only be one. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower will be made up of four separate legs connected by shear link beams which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of New Self-Anchored Suspension Span and Skyway

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

Status: Foundations and temporary support structures were completed in mid-September 2010.

STEP 2 - INSTALL ROADWAYS

The roadway boxes are being lifted into place by using the shear-leg crane barge. The boxes are being bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: Westbound roadway box 7 was erected on September 18, 2010. Seven crossbeams have been erected between the roadway boxes. Roadway boxes 9 east and west shipped on September 18, 2010 and are expected to arrive at Pier 7 in Oakland on October 9, 2010.

STEP 3 - INSTALL TOWER

Each of the four legs of the tower was erected in five separate lifts. The tower lifts will be installed using a temporary erection tower and lifting jacks.

Status: The first tower lift shafts arrived at Pier 7 in Oakland on July 18, 2010 and erected on August 6, 2010. The second tower lift shafts shipped on September 18, 2010 and is expected to arrive at Pier 7 in Oakland in October 9, 2010.

STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around Pier W2 and again back over the tower and to the west end of the SAS bridge deck. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the tower and roadway spans. All cables have been fabricated, shipped and stored in the warehouse at Pier 7 in Oakland.

STEP 5 - WESTBOUND OPENING

The new bridge will first open in the westbound direction pending completion of the Yerba Buena Island Transition Structures.

Status: Westbound opening is forecast for December 2013. The westbound approach from Oakland to the Skyway was completed by the Oakland Touchdown #1 contract in June 2009.

STEP 6 - EASTBOUND OPENING

Opening of the bridge in the eastbound direction is pending completion of Oakland Touchdown #2. Discussions are underway to expedite the bridge opening by constructing a detour and completing the remaining portion of OTD #2 early.

Status: The eastbound opening is forecast for December 2013.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Roadway and Tower Segments

Like giant three-dimensional jigsaw puzzles, the roadway and tower lifts of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a flexible yet relatively light and strong structure able to withstand the massive loads placed on the bridge during seismic events.

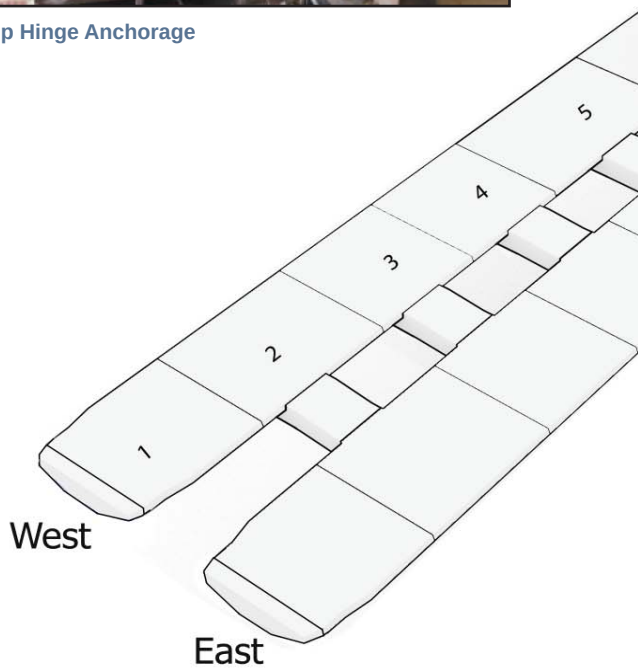
On the critical path to completing the bridge are the fabrication of the last four roadway boxes (segments 13 and 14 east and west). Delays to beginning the fabrication of these boxes will preclude the westbound opening of the bridge in 2012. The TBPOC now forecasts opening the bridge in both directions in late 2013.

All components undergo a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built according to contract specifications will be shipped.

Roadway Box Fabrication Status: As shown in the diagram to the right, roadway boxes 1 through 8 east and west have been completed and shipped to the Bay Area. Roadway box 9 east and west shipped on September 18, 2010 and is expected to arrive at Pier 7 in Oakland in on October 9, 2010. The remaining roadway boxes are still being pieced together into larger segments. Fabrication of sub-assemblies for roadway box 13 and 14 started in late March 2010 and is forecast to be completed in July 2011.

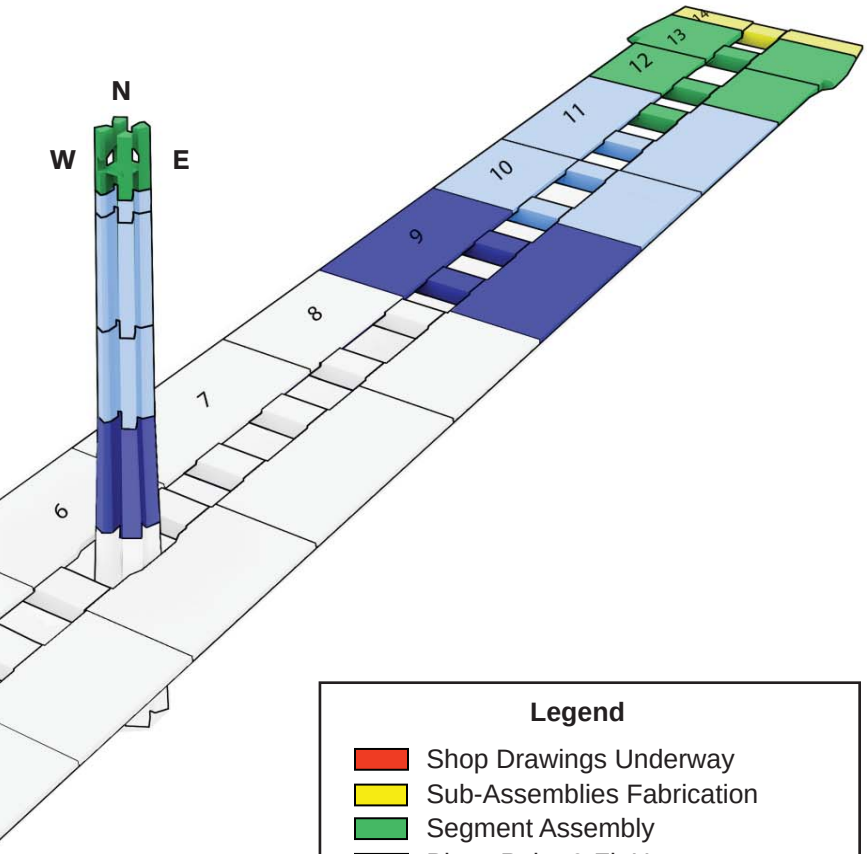
Tower Fabrication Status: Each of the four legs of the towers is composed of five separate lifts. The lifts get progressively shorter and lighter as they progress up the tower. The first four shafts of the first lift of the tower were lifted into place and are being bolted and welded together. Tower lift 2 shafts were shipped to the job site on September 18, 2010 and is expected to arrive at Pier 7 in Oakland on October 9, 2010. Tower lifts 3 and 4 shafts are in vertical assembly to ensure alignment at the ZPMC assembly yard, and are forecast for shipment in November 2010.

SAS Mock-Up Hinge Anchorage



Fabrication Progress Diagram

Through September 30, 2010



Legend

- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship/In Transit
- On Site/In Place

Through September 30, 2010

SAS Lift 13 and 14 Bottom Panel Assembly

SAS 13A East Floor Beams Assembly

SAS Looking East at 13A,B,C, and 14 East at ZPMC Fabrication Shop

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. Anchored into the eastern end of the bridge, the main cable will be anchored with the roadway box at the east end of the SAS near Pier E1, extend over the main tower at T1, loop around the western end of the roadway decks at Pier W2, and then travel back over the main tower to the western end of the roadway box. The main cable will be made up of bundles of individual wire strands. Supporting the roadway decks to the main cable will be a number of smaller suspender cables. The main cable will be fabricated in China and the suspender cables in Missouri, USA.

Status: All tower cables have been fabricated and delivered to the job site and stored at Pier 7 warehouse in Oakland. All cable bands are forecast to be completed and shipped to the job site by November 2010 and 136 of 204 suspender ropes are complete. The cable band bolts are ready for final testing in early November 2011.

SAS Wire for Suspender Ropes

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are made from solid steel castings. Castings for the main cable saddles are being made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer loads from the self-anchored suspension (SAS) span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and Hochang, South Korea, while hinge pipe beams are being fabricated in Oregon, USA.

Status: The cable saddles and hinges at the W2 cap beam and YBITS are complete and stored at the job site.

SAS East End Diaphragm Connection Fabrication

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Field Activities

Shear-Leg Crane Barge Lifting Roadway Box 7W

SAS Shear-Leg Crane Barge Lifting Roadway Box 7W

SAS E2 Cap Beam and the end of the Skyway

Shear-Leg Crane Barge

The massive shear-leg barge crane that is helping to build the SAS superstructure arrived in the San Francisco Bay on March 12, 2009 after a trans-Pacific voyage.

The crane and barge are separate units operating as a single entity named the “Left Coast Lifter.” The 400-by-100-foot barge is a U.S-flagged vessel that was custom built in Portland, Oregon by U.S. Barge, LLC and outfitted with the crane by Shanghai Zhenhua Heavy Industry Co. Ltd. (ZPMC) at a facility near Shanghai, China. The crane’s boom weighs 992 tons and is 328 feet long. The crane can lift up to 1,873 tons, including the deck and tower boxes for the SAS.

Status: The shear-leg crane barge arrived at the job site March 2009. The crane has off-loaded and placed all temporary support structures and SAS roadway boxes and crossbeams.

Temporary Support Structures

To erect the roadway decks and tower of the bridge, temporary support structures were first put in place. Almost a bridge in itself, the temporary support structures stretch from the end of the completed Skyway back to Yerba Buena Island. For the tower, a strand jack system is being built into the tower’s temporary frame to elevate the upper sections of the tower into place. These temporary supports are being fabricated in the Bay Area, as well as in Oregon and in China at ZPMC.

Status: The temporary support structures are complete.

Cap Beams

Construction of the massive steel-reinforced concrete cap beams that link the columns at Piers W2 and E2 was left to the SAS superstructure contractor and represents the only concrete portions of work on that contract. The east and west ends of the SAS roadway will rest on the cap beams and the main cable will wrap around Pier W2, while anchoring into the east end of the SAS deck sections near E2.

Status: Completed March 2009

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Installation Activities

Upon arrival in Oakland, the steel roadway and tower sections are off-loaded directly from the transport ship onto barges to await installation atop the temporary support structures. Steel roadway boxes will be installed from west to east. Due to the shallow waters near Yerba Buena Island, the eastbound lanes on the south side of the new bridge will be installed first, then to be followed by the westbound lanes. In total, there are 28 roadway boxes (14 in each direction) that range from 560 to 1660 tons and from 80 to 230 feet long.

The tower comprises four legs, each made up of four tower lifts that make up the majority of the height of the tower, the tower grillage, and finally the tower head.

Status: Fifteen of 28 roadway boxes (1 through 8 east and west) have been placed on top of temporary support structures with one additional westbound roadway box being lifted into place in October to form a continuous roadway. Tower lift 1 shafts have been lifted into place and are being welded and bolted together. Roadway box 9 east and west and tower lift 2 shafts were shipped on September 18, 2010 and are expected to arrive at Pier 7 in Oakland on October 9, 2010. Tower lift 2 shafts are forecast for installation on October 25, 2011.

Hinge K Westbound Pipe Beam

Last Section of the Westbound Temporary Support Structure Truss Installed

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

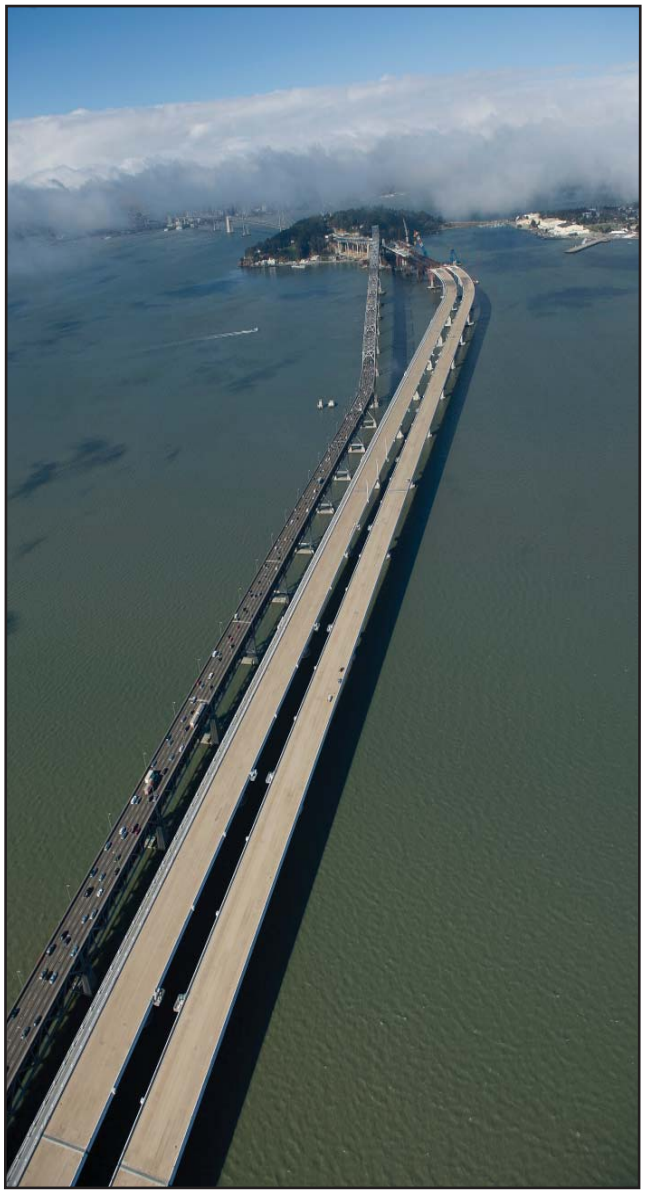
Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.25 B
Status: Completed March 2008

Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

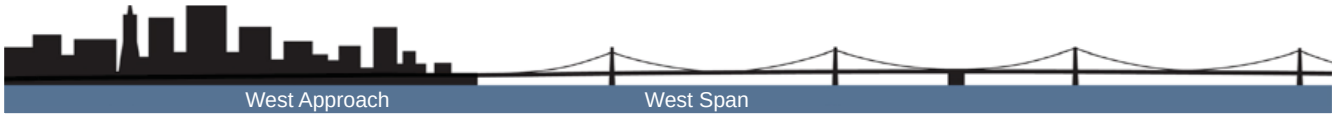
The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.



Overview of the Skyway Looking West Toward Yerba Buena Island



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The OTD will be constructed through two contracts. The first contract will build the new westbound lanes, as well as part of the eastbound lanes. The second contract to complete the eastbound lanes cannot fully begin until westbound traffic is shifted onto the new bridge. This enables a portion of the upper deck of the existing bridge to be demolished allowing for a smooth transition for the new eastbound lanes in Oakland.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $212.0 M
Status: Completed June 2010

The OTD #1 contract constructs the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When completed, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $62.0 M
Status: In Design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge, but cannot be completed until westbound traffic has been shifted off the existing upper deck to the new SAS bridge.

Aerial View of Oakland Touchdown Looking West

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

Archeological Investigations

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty

Approved Capital Outlay Budget: $30.8 M

Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Existing East Span of the San Francisco-Oakland Bay Bridge

Stormwater Treatment Measures

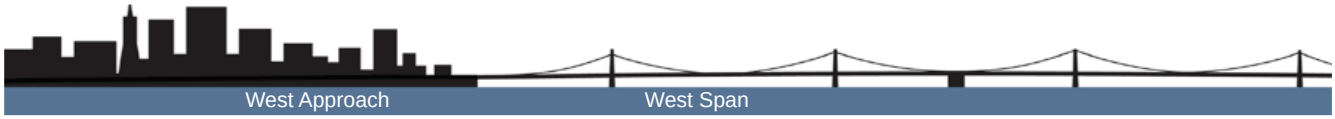
Contractor: Diablo Construction, Inc.

Approved Capital Outlay Budget: $18.3 M

Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin



Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.3 M
Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

H Existing Bridge Demolition

Contractor: TBD
Approved Capital Outlay Budget: $239.1 M
Status: In Design

Design work on the contract will start in earnest as the opening of the new bridge to traffic approaches.

New YBI Electrical Substation

I Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed January 2008

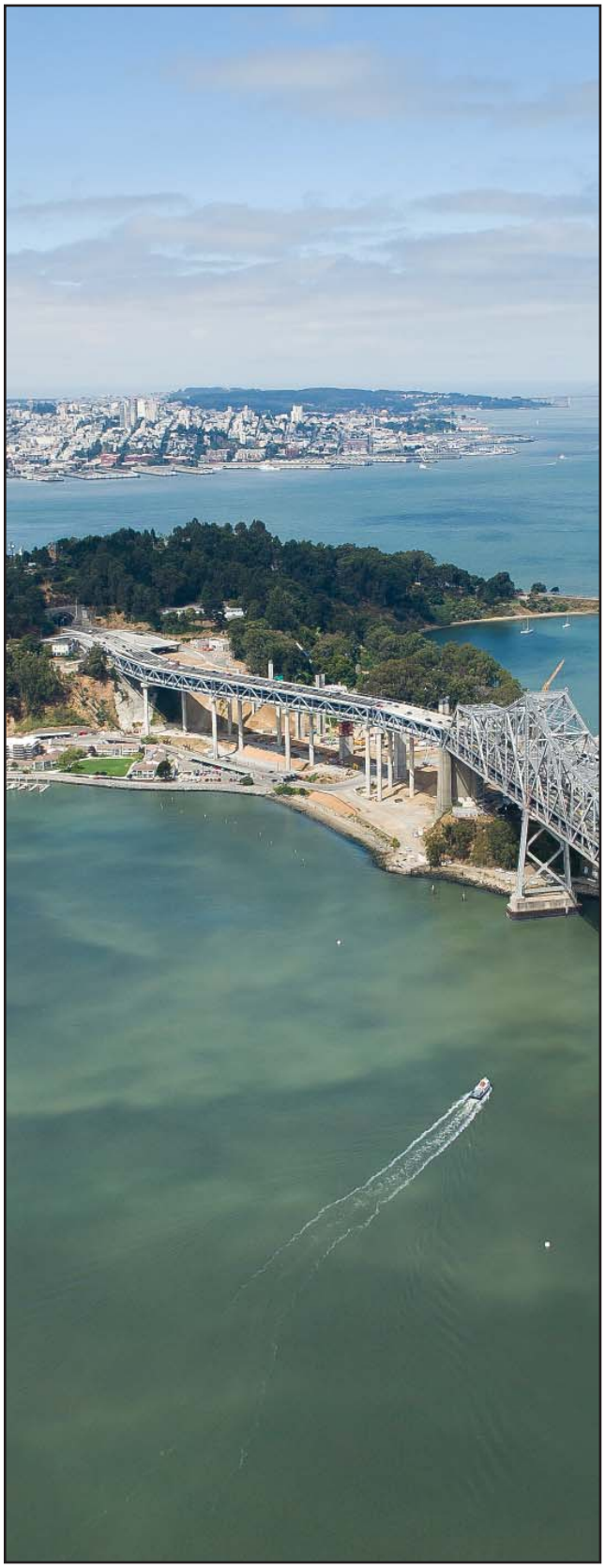
A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Quarterly Environmental Compliance Highlights

Overall environmental compliance for the SFOBB East Span project has been a success. All weekly, monthly and annual compliance reports to resource agencies have been delivered on time. There are no comments from receiving agencies. The tasks for the current quarters are focused on mitigation monitoring. Key successes in this quarter are as follows:

- Bird monitoring was conducted weekly in the active construction area. Monitors did not observe any indication that birds were disturbed due to the East Span construction activities.
- Weekly Monitoring of Canada geese along the I-80 roadway adjacent to the Emeryville Crescent for the year began on March 4, 2010 and continued through August 2010.
- San Francisco-Oakland Bay Bridge (SFOBB) environmental compliance and storm water pollution prevention plan (SWPPP) inspections were conducted weekly at all active project sites. The project team continues to work closely with contractors to ensure compliance with environmental permits and regulations and improve SWPPP and best management practices.
- On July 8, 2010 Caltrans submitted a request to the National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA-Fisheries) for the renewal of the Incidental Harassment Authorization, pursuant to the Marine Mammal Protection Act, for the SFOBB East Span Seismic Safety Project.
- Caltrans is working with agencies and exploring options to meet requirements for shorebird roosting habitat mitigation.



YBITS Advanced Columns for YBID

Installed Roadway Boxes One through 8 and the First Segments of the Tower

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Antioch Bridge Seismic Retrofit Project

Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: $70.0 M

Status:16% Complete as of September 2010

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit measure for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents and installing steel casings at all columns located at the Sherman Island approach slab bridge.

Status: Caltrans continues reviewing submittals for the structure steel shop drawings and bridge jacking plans. Temporary roadway ground disturbing activities were completed on September 30, 2010 and the coring for the post-tension bentcap has started. Earthquake Projection Services (EPS) performed Quality Control Testing on the first 10 isolation bearings during the week of October 18th. Additional Quality Assurance Testing will be performed at the University of California, San Diego during the week of November 1st. The first 4 isolation bearings are scheduled for Installation at Piers 3 and 7 during the second week of November.

Core Drilling Operation at Bent Cap and Completed Access Road

Isolation Bearing (Blue Color) within Testing Machine at Earthquake Protection Services

Antioch Progress on Access Scaffolding Looking toward Antioch

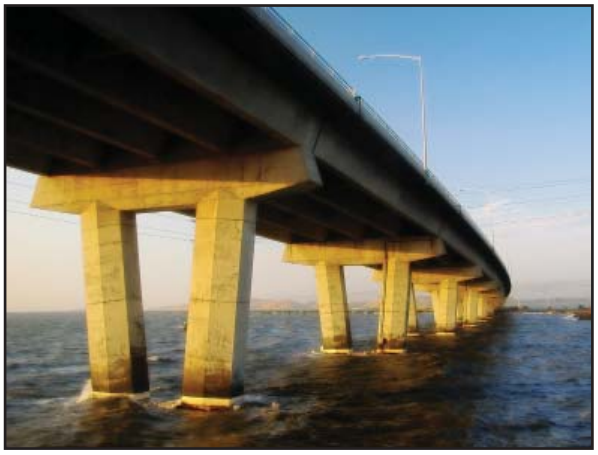
Visual Inspection of Isolation Bearing after Quality Control Test is Completed

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.

Approved Capital Outlay Budget: $92.7 M

Status: Awarded



Dumbarton Bridge

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot bicycle/pedestrian pathway. The bridge is a combination of reinforced concrete and steel girders that support a reinforced lightweight concrete roadway on reinforced concrete columns. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.

Status: On June 15, 2010, Caltrans opened seven bids for the Dumbarton Bridge Seismic Retrofit Project. The Dumbarton Retrofit Project had an engineer's estimate of $73 million, which included supplemental work and contract contingencies, and included a maximum construction duration of 810 working days. The low bidder, Shimmick Construction Company, Inc., is substantially less at $46.6 million. On September 2, 2010, the TBPOC reviewed the budget for the project. Given the low bid for project construction and the current estimated support costs and project contingencies, the budget was approved and revised to a total of $267 million, which is $216 million below the original estimate.

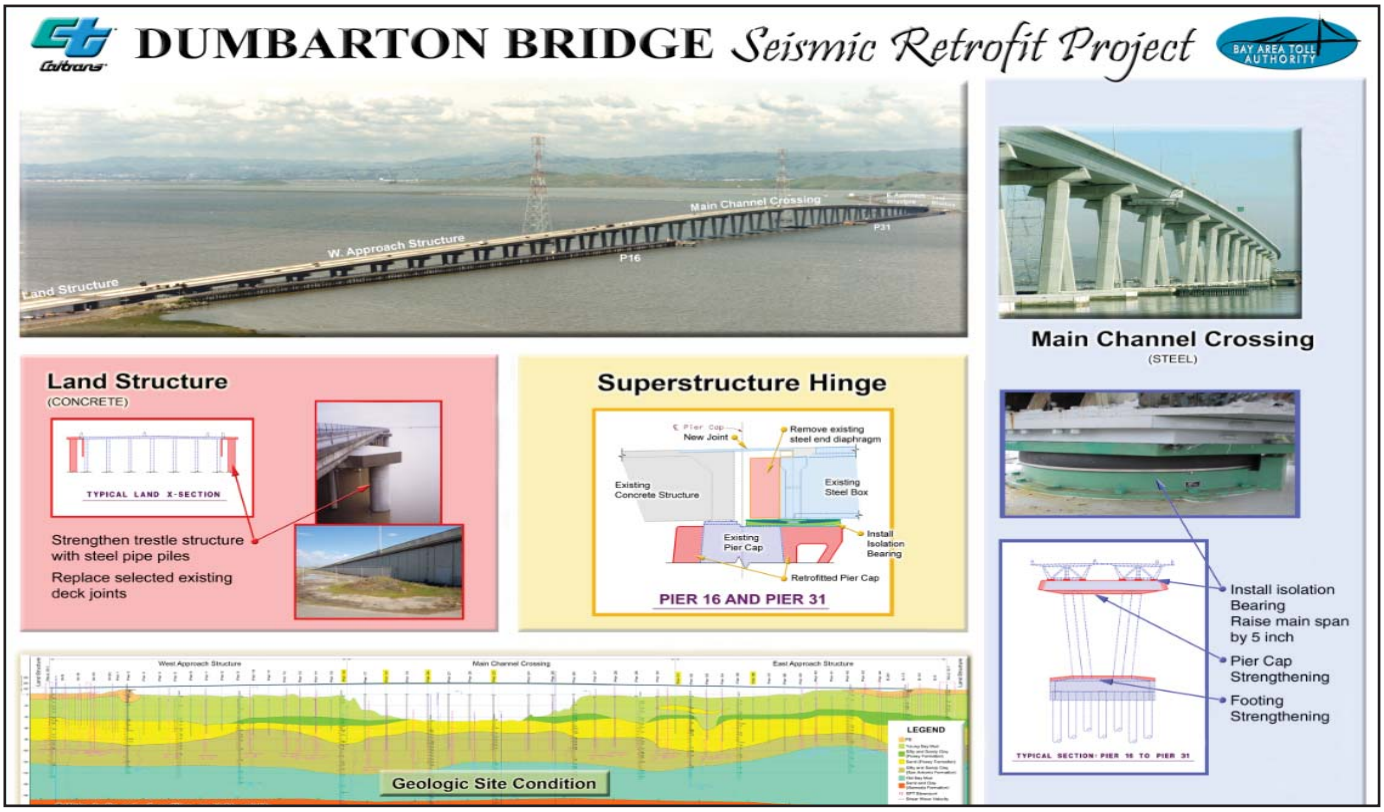


Diagram of Proposed Retrofit Work on the Dumbarton Bridge

Dumbarton Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM
Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after an event and to reopen quickly to emergency response traffic.

1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a "No Collapse" classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.

Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the Toll Bridge Seismic Retrofit Project in 2002.

San Diego-Coronado Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update

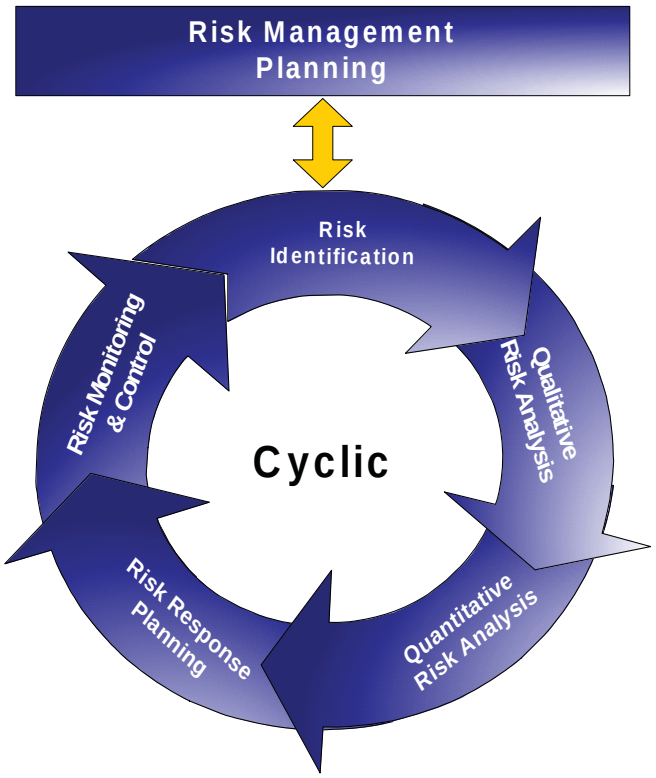
Potential Draw On Program Reserve (Program Contingency)

Assembly Bill (AB) 144 provides that Caltrans "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes."

AB 144 set a $900 million Program Reserve (also referred to as the Program Contingency). On October 11, 2009, Governor Schwarzenegger approved Assembly Bill No. 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program and this resulted in changes to Program Contingency. The Program Contingency is currently $415 million according to the TBPOC Approved Budget.

The Caltrans-approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on Program Contingency each quarter based on the total of all risks and the contingencies remaining from the contracts. Each contract in design has an assigned contingency allowance. A contract in construction has a remaining contingency, which is the difference between its budget and the sum of bid items, state-furnished materials, contract change orders and remaining supplemental work. Capital outlay support has no identified contingency allowance. The total of the contingencies is the amount that is available to cover the risks of all contracts, program-level risks (the risks not assigned to a particular contract), and capital outlay support risks. The amount by which the sum of all risks may exceed the total of all contingencies would represent a potential draw on the Program Contingency (i.e., Program Reserve).

The Caltrans-approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on Program Contingency each quarter, and compares it to the current balance in the Program Contingency. The third quarter of 2010 potential draw curve is shown in Figure 1 on the following page.



As of the end of the third quarter of 2010, the 50 percent probable draw on Program Contingency is $210 million. The potential draw ranges from about $75 million to $350 million.

The current Program Contingency balance is sufficient to cover the cost of currently identified risks. Risk mitigation actions are continuously developed and implemented to reduce the potential draw on the Program Contingency.

RISK MANAGEMENT DEVELOPMENTS

The risk management cost for the TBSRP, and particularly the SAS contract, were significantly reduced this quarter. This risk reduction was primarily the result of a contract change order

executed between Caltrans and the SAS contractor, and approved by the TBPOC. This change order 1) revised the SAS contract milestones and provided incentives and disincentive provisions to achieve the TBPOC's goal of achieving seismic safety in 2013, 2) provided incentive provisions for the OBG Lifts 13 and 14 departure from the fabrication facility, and 3) resolved all past schedule issues and claimed delays. This change order effectively retired all SAS schedule risks associated with past issues and claimed delays. While this change order greatly reduced risk and uncertainty, there do remain significant risks ahead. e.g., fabrication of OBG 13/14, tower completion, cable works, load transfer, MEP, and adjacent contract interface. These risks have been previously identified, quantified, and reported in earlier quarters and the project teams continue to implement risk response strategies for each area.

The YBITS #1 contractor's completion of Hinge K is currently on the critical path to westbound opening. When load transfer is completed, the SAS contractor will remove the temporary works at W2 and clear the area for the YBITS #1 contractor to complete the westbound frame 2 and the Hinge K closure. Caltrans reached agreement with the SAS and YBITS #1 contractors to grant the YBITS #1 contractor early access to a portion of this area. This will allow the YBITS #1 contractor to complete the eastern frames and stress the YBITS structure before SAS load transfer. The early access to the area greatly reduces cost and schedule risk by allowing the YBITS #1 contractor to sequence its work to re-use falsework.

The eastbound bridge is currently scheduled to open five months after the westbound bridge because some construction activities can only

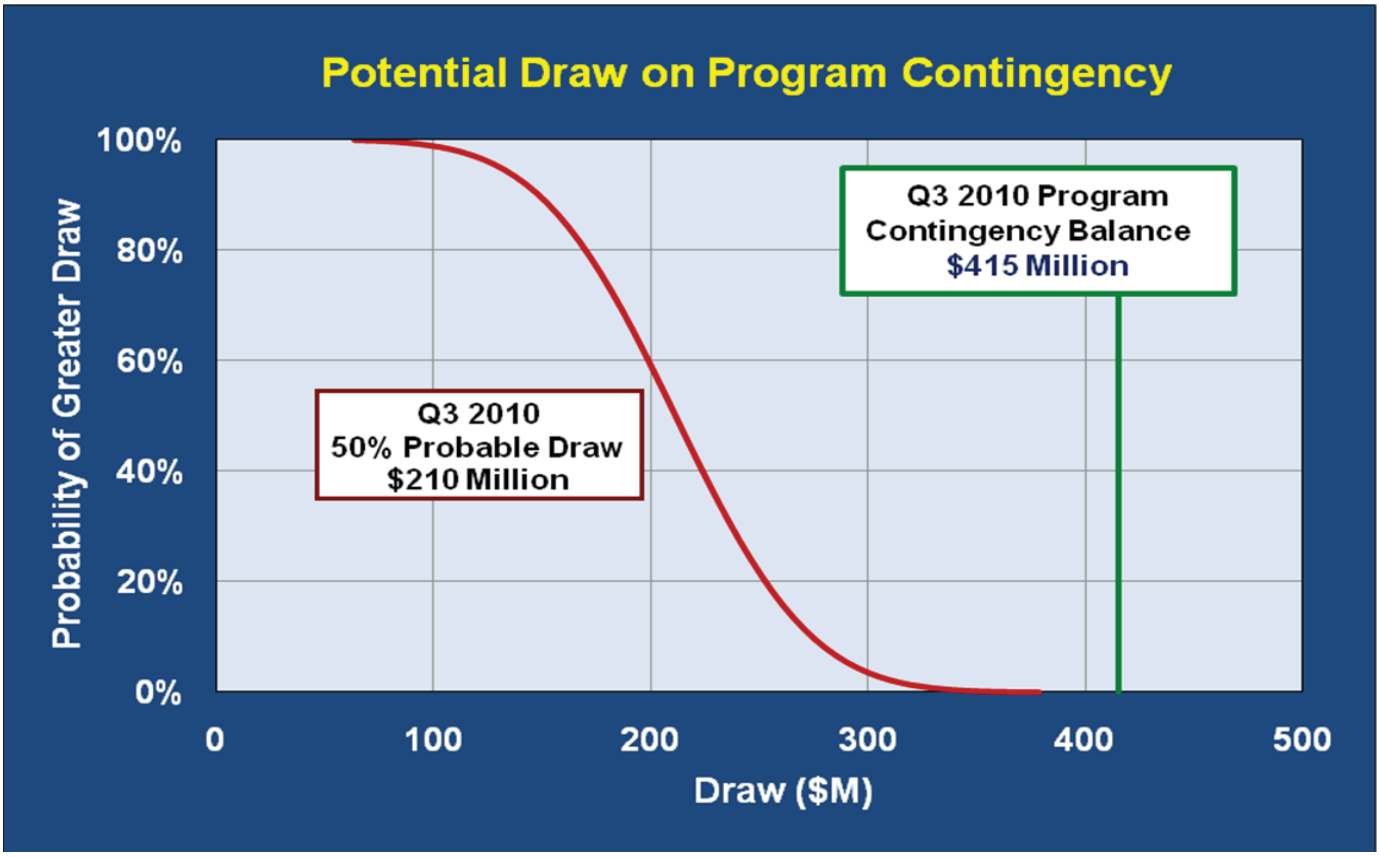


Figure 1 – Potential Draw on Program Contingency*

*Figure 1 Notes:
1. Potential out-of-scope program risks excluded.
2. Potential costs associated with OTD alternative alignment options, currently under TBPOC consideration, excluded.
3. Program Contingency may be used for other beneficial purposes than to cover risks. The potential draw chart should not be construed as a forecast of the future balance of Program Contingency funds.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update (cont.)

proceed after the demolition of a section of the existing westbound structure. The TBPOC approved the further development of an Oakland Touchdown detour realignment that would allow opening the eastbound bridge at the same time as the westbound. Constructability, cost, and right of way issues are under investigation, and a final decision is expected next quarter.

RISK MANAGEMENT LOOK AHEAD

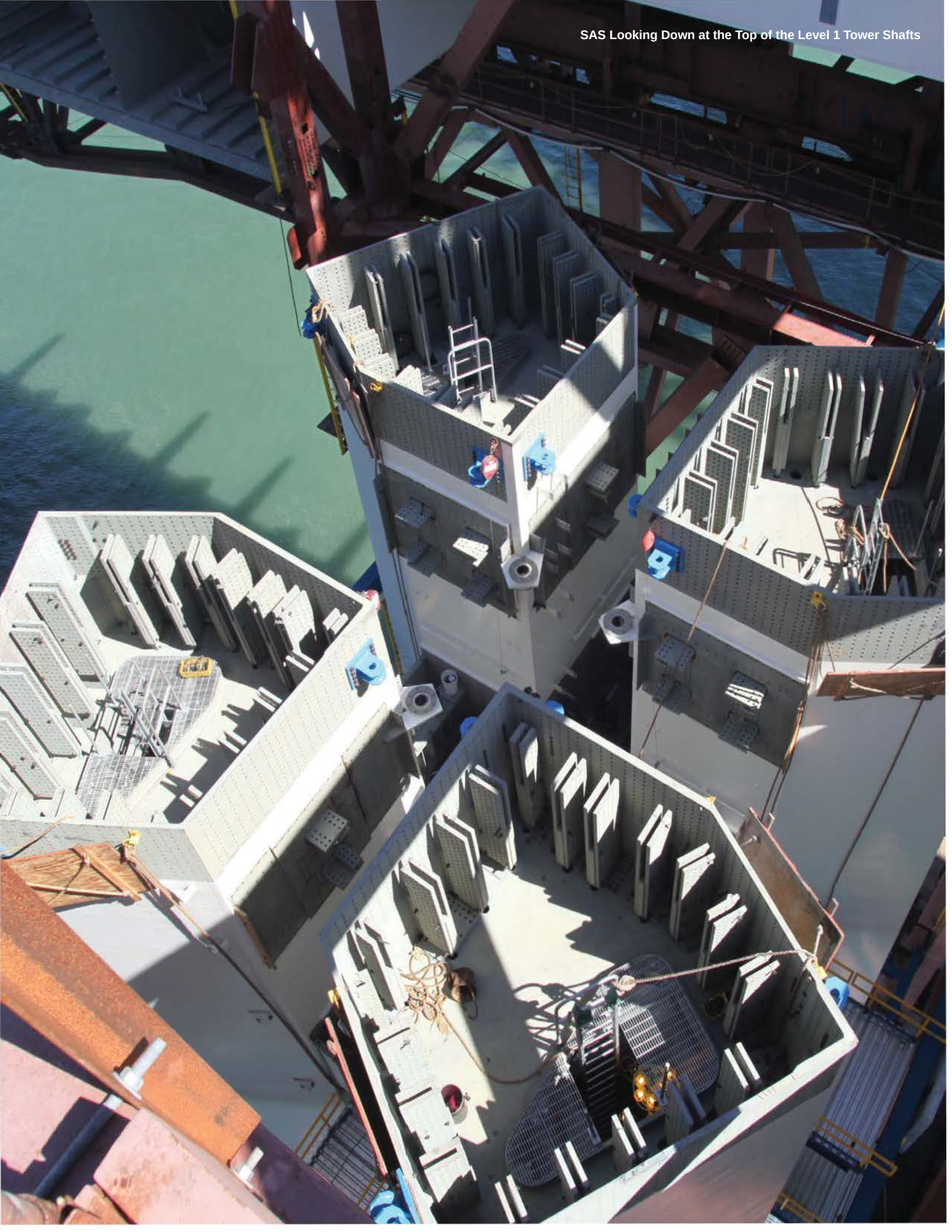
In the next quarter the SAS contractor will submit a new schedule that meets the accelerated schedule milestones provided in the change order discussed in the "Risk Management Developments" section above. The schedule is likely to be very aggressive and there are risks to the future activities on the critical paths through Roadway Boxes (OBG) delivery and erection, cable installation, load transfer, and completion of MEP systems required for the opening. Consequently, Caltrans and the SAS contractor are implementing a plan to enhance mutual schedule management in order to proactively identify impending risks so that action can be taken swiftly to prevent or mitigate potential delays. When the SAS contractor submits its new schedule next quarter, and it has been accepted, the risk management team will reassess the risks and also identify Caltrans activities that must align with the SAS contractor's incentivized milestones.

An important aspect of the SAS schedule – and of all schedules for large projects – is that there may be multiple critical paths to the milestones. The most critical path to seismic safety opening contains the fabrication and erection of Lifts 13 and 14, and completion of the cable system and MEP systems required for seismic safety opening. Caltrans will be monitoring the critical paths and managing all corridor contract incentive and disincentive provisions to achieve the TBPOC's goal of opening the bridge in 2013.

The TBPOC is expected to approve an alignment for the Oakland Touchdown detour realignment. This realignment is expected to provide for an accelerated completion of work required for the eastbound opening of the bridge. The risk management team will modify the corridor schedule to include the detour realignment and reassess cost and schedule risks.

The Cable Engineering Risk Management (CERM) team continues to identify and resolve outstanding cable installation issues. The CERM team has recommended several modifications that have resolved potential spatial conflicts and issues related to cable rotation during installation of the cable bands and suspenders.

Hinge K Pipe Beam Being Milled



SAS Looking Down at the Top of the Level 1 Tower Shafts

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Program Funding Status

AB 144 established a funding level of $8.685 billion for the TBSRP. The bill specifies program funding sources as shown in Table 1-Program Budget.

Table 1—Program Budget as of June 30, 2010 ($ Millions)

	Budgeted	Funding Available & Contribution
Financing		
Seismic Surcharge Revenue AB 1171	2,282.0	2,282.0
Seismic Surcharge Revenue AB 144	2,150.0	2,150.0
Seismic Surcharge Revenue AB 1175[5]	750.0	750.0
BATA Consolidation	820.0	820.0
Subtotal - Financing	6,002.0	6,002.0
Contributions		
Proposition 192	790.0	789.0
San Diego Coronado Toll Bridge Revenue Fund	33.0	33.0
Vincent Thomas Bridge	15.0	6.9
State Highway Account[1][2]	745.0	745.0
Public Transportation Account[1][3]	130.0	130.0
ITIP/SHOPP/Federal Contingency	448.0	100.0
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	642.0	642.0
SHA - East Span Demolition	300.0	0.0
SHA - "Efficiency Savings"[4]	130.0	10.0
Redirect Spillover	125.0	125.0
Motor Vehicle Account	75.0	75.0
Subtotal - Contribution	3,433.0	2,655.9
Total Funding	9,435.0	8,657.9
Encumbered to Date		7,504.9
Remaining Unallocated		1,153.0
Expenditures :		
Capital Outlay		**5,093.0**
State Operations		1,372.9
Antioch and Dumbarton Expenditures by BATA		12.2
Total Expenditures		6,478.0
Encumbrances :		
Capital Outlay		1,054.7
State Operations		7.3
Total Encumbrances		1,062.0
Total Expenditures and Encumbrances		$7,540.1

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.
[2] To date $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.
[3] To date $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.
[4] To date $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximatly $120 million remains to be distributed as scheduled by the CTC.
[5] As of January 1, 2010, seismic retrofitting of Antioch and Dumbarton Bridges became part of the Toll Bridge Seismic Retroffit Program with the passage of AB 1175.
Notes:

Summary of the Toll Bridge Oversight Committee (TBPOC) Expenses

Pursuant to Streets and Highways Code Section 30952.1 (d), expenses incurred by Caltrans, BATA, and the California Transportation Commission (CTC) for costs directly related to the duties associated with the TBPOC are to be reimbursed by toll revenues. Table 3 -Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through June 30, 2010 shows expenses through June 30, 2010 for TBPOC functioning, support, and monthly and quarterly reporting.

Table 2—CTC Toll Bridge Seismic Retrofit Program Contributions Adopted December 2005

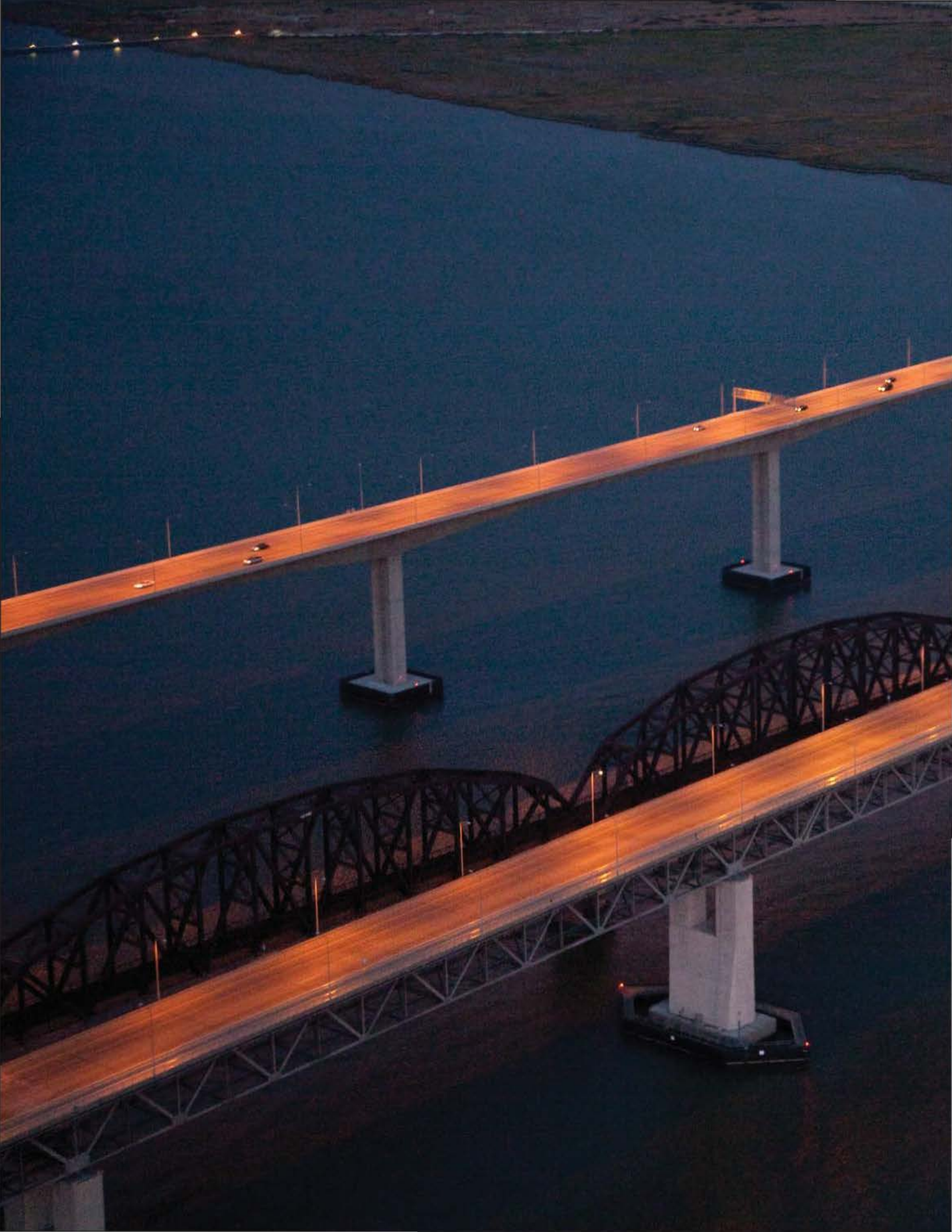
Schedule of Contributions to the Toll Bridge Seismic Retrofit Program ($ Millions)

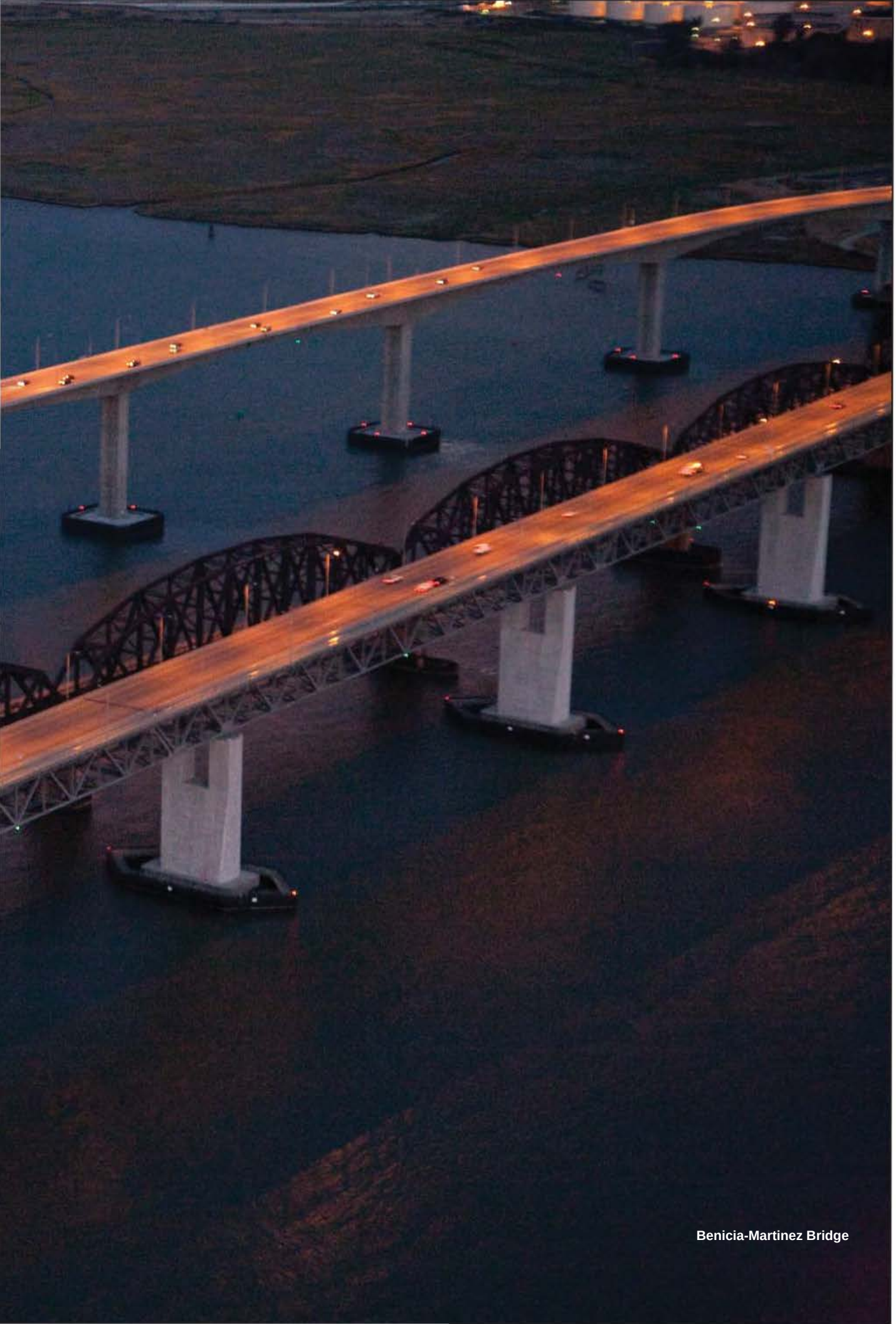
Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09 (Actual)	2009-10 (Actual)	2010-11 (Actual)	2011-12 (Actual)	2012-13 (Actual)	2013-14 (Actual)	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
	Total	547	273	100	43	99	153	150	165	300	1830

* Caltrans Efficiency Savings
** SFOBB East Span Demolition Cost

Table 3—Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through September, 30, 2010 ($ Millions)

Agency/Program Activity	Expenses
BATA	1.0
Caltrans	1.9
CTC	1.6
Reporting	3.7
Total Program	8.0





Benicia-Martinez Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: In Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

Overview of Progress on 92/880

Interstate 880/State Route 92 Interchange Reconstruction Contract

Contractor: Flatiron/Granite

Approved Capital Outlay Budget: $158.0 M

Status: 77% Complete as of September 2010

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 72 and 73).

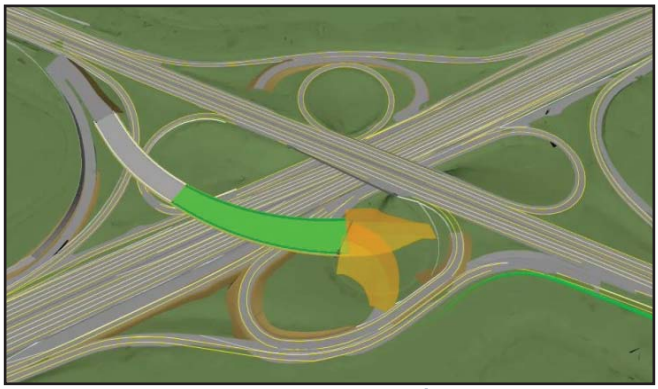
Current Progress of Interstate 880/State Route 92 Interchange

Future Interstate 880/State Route 92 Interchange (as simulated) Looking West toward San Mateo

Stage 1 – Construct East Route 92 to North Interstate 880 Connector

The new east Route 92 to north Interstate 880 connector (ENCONN) is the most critical fly over structure for relieving congestion in the corridor. The ENCONN will be first used as a detour to allow for future stages of work, while keeping traffic flowing.

Status: ENCONN was completed and opened to detour traffic on May 16, 2009.

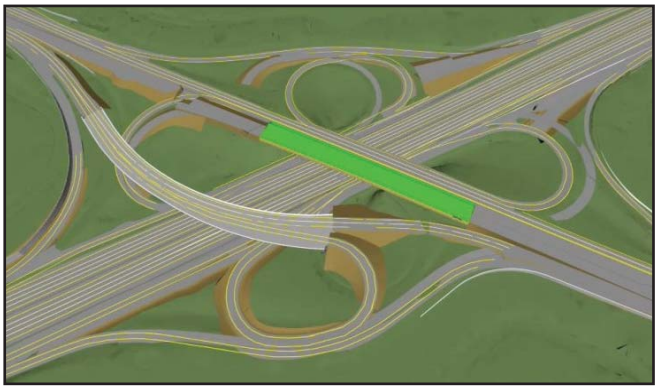


Stage 1 - Construct East Route 92 to North Interstate 880 Direct Connector

Stage 2 – Replace South Side of Route 92 Separation Structure

By detouring eastbound Route 92 traffic onto ENCONN, the existing separation structure that carries SR92 over I-880 can be replaced. The existing structure will be cut lengthwise, and then demolished and replaced separately. In this stage, the south side of the structure will be replaced, while west Route 92 and south-Interstate-880-to-east-Route-92 traffic will stay on the remaining structure.

Status: Work on the south side of the separation structure is complete.



Stage 2 - Demolish and Replace South Side of Route 92 Separation Structure

Stage 3 – Replace North Side of Route 92 Separation Structure

Upon completion of Stage 2, the existing north side of the separation structure will be demolished and replaced. Its traffic will then be shifted onto the newly reconstructed south side.

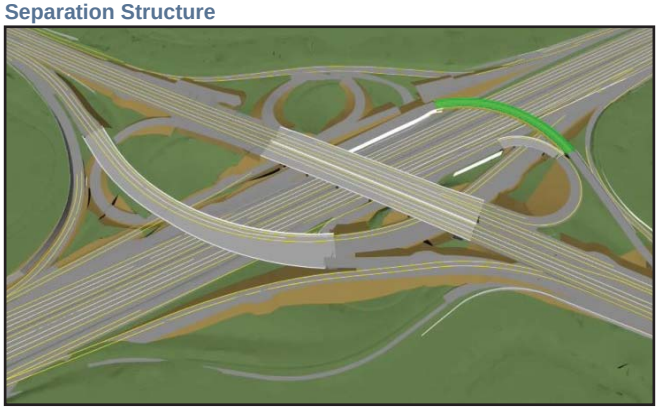
Status: The demolition of the existing westbound separation structure (north side) was completed on May 5, 2010. The north side structure is forecast to be complete in March of 2011.

Stage 3 - Demolish and Replace North Side of Route 92 Separation Structure

Stage 4 – Final Realignment and Other Work

In addition to ENCONN and the separation structure, direct north 880 to west 92 connector (NWCONN) and west 92 to south 880 connector (WSCONN) remain to be completed. The new Eldridge Avenue pedestrian overcrossing is now complete.

Status: The new Calaroga Avenue Overcrossing, NWCONN and WSCONN are under construction.



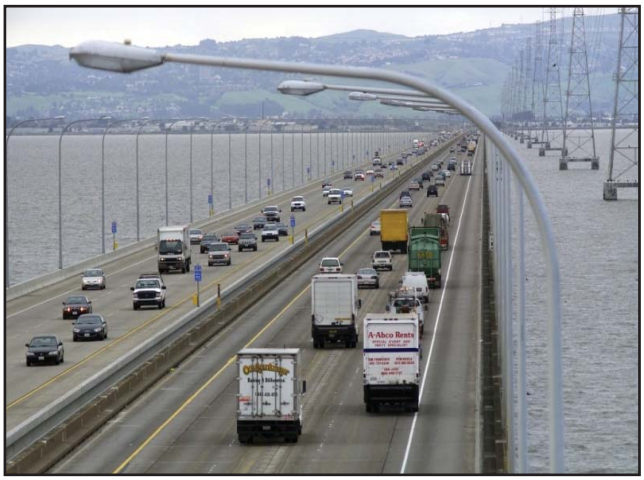
Stage 4 - Final Realignment and Other Work

REGIONAL MEASURE 1 PROGRAM

Other Completed Projects

San Mateo-Hayward Bridge-Widening Project
Project Status: Completed 2003

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

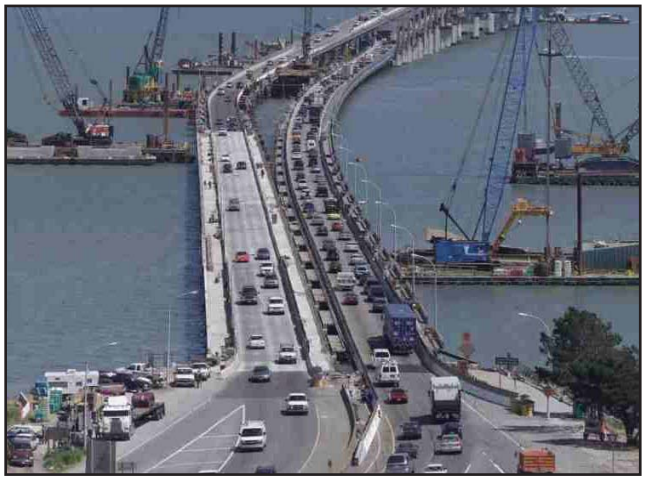


Widening of the San Mateo-Hayward Bridge Trestle on Left

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.



New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane shoulders and a bicycle and pedestrian pathway.

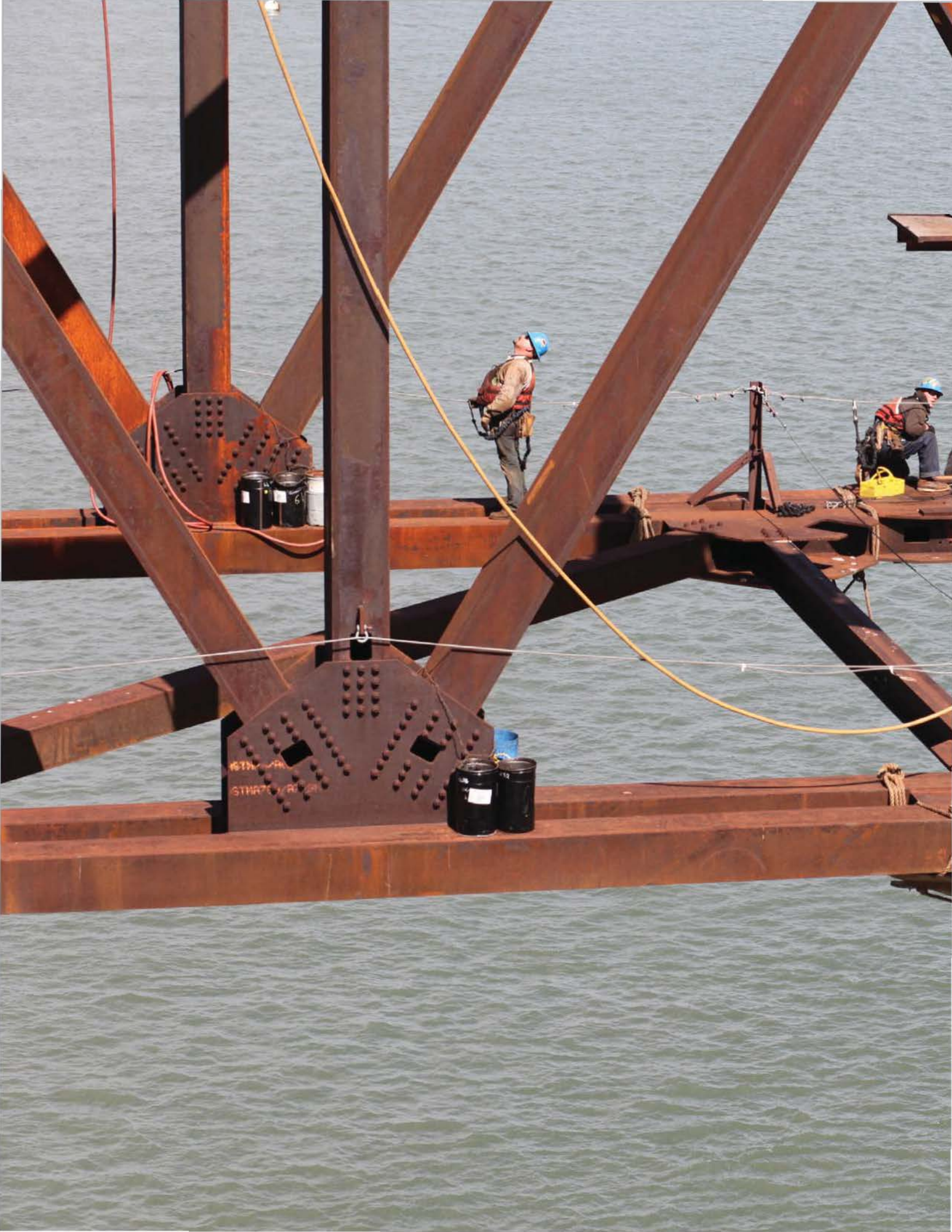
Benicia-Martinez Bridge Project
Project Status: Completed 2009

Benicia-Martinez Bridge Pedestrian/Bicycle Pathway Opened to the Public in August 2009

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008, and reconstruction of the west side of the bridge an approaches and construction of the bicycle/pedestrian pathway was completed in August 2009.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle and pedestrian access in the area.



The Last Temporary Support Structure Installed

APPENDICES

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (06/2010)[1]	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	203.0	1,162.3	858.0	1,282.5	120.2
Capital Outlay Construction	4,492.2	496.9	4,989.1	3,397.3	5,058.1	69.0
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	696.6	6,183.2	4,256.0	6,348.3	165.1
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	117.5	118.5	0.5
Capital Outlay Construction	309.0	41.7	350.7	328.0	338.1	(12.6)
Total	429.0	39.7	468.7	445.5	456.6	(12.1)
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	307.9	(5.7)	302.2	302.3	302.2	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	914.0	(97.5)	816.5	794.3	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.4	85.4	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	163.5	(0.1)	163.4	163.4	163.4	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	58.5	(0.1)	58.4	58.4	58.4	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	103.5	(0.9)	102.6	102.6	102.6	-

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (06/2010)[1]	Cost Forecast (08/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	9.6	35.5	4.5
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	70.0	70.0	-	63.6	(6.4)
Total	-	101.0	101.0	15.8	99.1	(1.9)
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	15.9	56.0	-
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	0.3	92.7	-
Total	-	148.7	148.7	22.2	148.7	-
Subtotal Capital Outlay Support	1,433.1	280.6	1,713.7	1,359.5	1,838.9	125.2
Subtotal Capital Outlay	6,286.8	604.4	6,891.2	5,092.3	6,941.2	50.0
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	25.5	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	881.7	8,666.7	6,478.0	8,817.8	151.1
Net Programmatic Risks*	-	-	-	-	59.1	59.1
Program Contingency	900.0	(484.7)	415.4	-	205.1	(210.2)
Total Toll Bridge Seismic Retrofit Program [1]	8,685.0	397.0	9,082.0	6,478.0	9,082.0	-

[1] Figures may not sum up to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of June 2010 See Note (1)	Estimated Costs not yet spent or Encumbered as of June 2010	Total Forecast as of September 2010
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	472.6	(0.8)	471.8
Total	617.5	616.5	617.2	(0.8)	616.4
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	674.1	15.4	689.5
Project Reserves	82.0	-	-	-	-
Total	914.0	816.5	800.9	15.6	816.5
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.8	-	74.8
Capital Outlay	232.9	227.4	232.9	(5.5)	227.4
Total	307.9	302.2	307.7	(5.5)	302.2
West Approach					
Capital Outlay Support	120.0	118.0	117.6	0.9	118.5
Capital Outlay	309.0	350.7	342.5	(4.4)	338.1
Total	429.0	468.7	460.1	(3.5)	456.6
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.1	0.1	181.2
Capital Outlay	1,293.0	1,254.1	1,368.3	(114.2)	1,254.1
Total	1,490.0	1,435.3	1,549.4	(114.1)	1,435.3
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	244.3	236.0	480.3
Capital Outlay	1,753.7	2,046.8	1,753.7	343.7	2,097.4
Total	1,968.3	2,422.3	1,998.0	579.7	2,577.7
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	308.7	(1.4)	307.3
Total	402.4	344.9	346.3	(1.4)	344.9
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	16.6	(0.9)	15.7
Total	26.2	26.2	26.8	(0.5)	26.3
YBI Detour					
Capital Outlay Support	29.5	90.7	83.8	6.5	90.3
Capital Outlay	131.9	492.8	493.1	(5.6)	487.5
Total	161.4	583.5	576.9	0.9	577.8
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	16.4	100.8	117.2
Capital Outlay	299.4	206.3	125.9	118.0	243.9
Total	378.1	312.7	142.3	218.8	361.1

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of June 2010 see Note (1)	Estimated Costs not yet spent or Encumbered as of June 2010	Total Forecast as of September 2010
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	93.9	77.2	20.1	97.3
Capital Outlay	283.8	288.0	218.0	62.2	280.2
Total	358.2	381.9	295.2	82.3	377.5
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	214.2	(7.6)	206.6
Capital Outlay	170.8	170.8	94.0	52.6	146.6
Total	383.1	377.3	308.2	45.0	353.2
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	0.4	61.0	61.4
Capital Outlay	239.2	239.1	-	233.0	233.0
Total	318.9	299.0	0.4	294.0	294.4
Antioch Bridge					
Capital Outlay Support	-	31.0	9.8	19.5	29.3
Capital Outlay Support by BATA			6.2	-	6.2
Capital Outlay	-	70.0	47.0	16.6	63.6
Total	-	101.0	63.0	36.1	99.1
Dumbarton Bridge					
Capital Outlay Support	-	56.0	15.9	34.1	50.0
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	0.3	92.4	92.7
Total	-	148.7	22.2	126.5	148.7
Miscellaneous Program Costs	30.0	30.0	25.5	4.5	30.0
Total Capital Outlay Support	1,463.2	1,743.7	1,392.4	476.5	1,868.9
Total Capital Outlay	6,321.8	6,923.0	6,147.7	801.2	6,948.9
Program Total [1]	7,785.0	8,666.7	7,540.1	1,277.7	8,817.8

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input.
This Column is subject to revision upon completion of Department's risk assessment update.

(3) Total Capital Outlay Support includes program indirect costs.

[1] Figures may not sum up to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (06/2010)[1]	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	160.9	375.5	238.4	480.3	104.8
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,054.0	2,097.4	50.6
Total	1,968.3	454.0	2,422.3	1,292.4	2,577.7	155.4
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	-	26.4	26.4	26.4	-
Total	36.4	(0.8)	35.6	35.6	35.6	-
YBI South/South Detour						
Capital Outlay Support	29.4	61.3	90.7	83.3	90.3	(0.4)
Capital Outlay Construction	131.9	360.9	492.8	452.8	487.5	(5.3)
Total	161.3	422.2	583.5	536.1	577.8	(5.7)
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.9	1,254.1	-
Total	1,490.0	(54.7)	1,435.3	1,418.1	1,435.3	-
East Span - SAS E2/T1 Foundations						-
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(32.6)	280.9	274.8	280.9	-
Total	366.0	(56.7)	309.3	303.2	309.3	-
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	32.5	117.2	10.8
Capital Outlay Construction	299.3	(93.0)	206.3	12.3	243.9	37.6
Total	378.0	(65.3)	312.7	44.8	361.1	48.4
* YBI- Transition Structures						
Capital Outlay Support			16.4	16.4	16.5	0.1
Capital Outlay Construction			-	-	-	-
Total			16.4	16.4	16.5	0.1
* YBI- Transition Structures Contract No. 1						
Capital Outlay Support			57.0	11.2	67.0	10.0
Capital Outlay Construction			144.0	12.3	169.5	25.5
Total			201.0	23.5	236.5	35.5
* YBI- Transition Structures Contract No. 2						
Capital Outlay Support			32.0	4.8	32.7	0.7
Capital Outlay Construction			59.0	-	71.1	12.1
Total			91.0	4.8	103.8	12.8
* YBI- Transition Structures Contract No. 3 Landscape						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			4.3	-	4.3	-

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (06/2010)[1]	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	19.5	93.9	76.6	97.3	3.4
Capital Outlay Construction	283.8	4.2	288.0	208.7	280.2	(7.8)
Total	358.2	23.7	381.9	285.3	377.5	(4.4)
*OTD Prior-to-Split Costs						
Capital Outlay Support			21.7	20.1	21.7	-
Capital Outlay Construction			-	-	-	-
Total			21.7	20.1	21.7	-
*OTD Submarine Cable						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			9.6	7.9	9.6	-
Total			10.5	8.8	10.5	-
*OTD No.1 (Westbound)						
Capital Outlay Support			47.3	47.7	48.2	0.9
Capital Outlay Construction			212.0	200.8	203.4	(8.6)
Total			259.3	248.5	251.6	(7.7)
*OTD No.2 (Eastbound)						
Capital Outlay Support			22.5	7.2	25.0	2.5
Capital Outlay Construction			62.0	-	62.8	0.8
Total			84.5	7.2	87.8	3.3
*OTD Electrical Systems						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			4.4	-	4.4	-
Total			5.9	0.8	5.9	-
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	0.4	61.4	1.5
Capital Outlay Construction	239.2	(0.1)	239.1	-	233.0	(6.1)
Total	318.9	(19.9)	299.0	0.4	294.4	(4.6)
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relations						
Capital Outlay Support	3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction	3.0	-	3.0	2.8	3.0	-
Total	6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction	11.6	-	11.6	11.3	11.6	-
Total	18.1	-	18.1	17.7	18.1	-
Oakland Geofill						-
Capital Outlay Support	2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	10.7	-	10.7	10.7	10.7	-

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2010 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (06/2010)[1]	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	-	9.3	9.2	9.3	-
Total	11.1	-	11.1	11.0	11.1	-
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.1	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.7	18.3	-
Total	21.0	5.5	26.5	24.8	26.5	-
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.3	72.4	-
Total	72.4	-	72.4	51.3	72.4	-
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support						
Environmental Phase	97.7	-	97.7	97.8	97.7	-
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	162.6	(8.0)	154.6	145.9	154.6	-
Subtotal Capital Outlay Support	959.3	203.0	1,162.3	858.0	1,282.5	120.2
Subtotal Capital Outlay Construction	4,492.2	496.9	4,989.1	3,397.3	5,058.1	69.0
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
						-
Total SFOBB East Span Replacement Project[2]	5,486.6	696.6	6,183.2	4,256.0	6,348.3	165.1

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.
[2] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (09/2010)	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	6.9	91.8	91.9	91.9	0.1
Non-Bata Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.0	91.9	92.0	92.0	0.1
Capital Outlay Construction			-			-
BATA Funding	661.9	94.6	756.5	753.8	756.5	-
Non-Bata Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.9	766.6	-
Total	756.9	101.6	858.5	855.9	858.6	0.1
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-Bata Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-Bata Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	102.6	37.3	139.9	135.2	140.0	0.1
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.8	20.1	20.2	20.2	0.1
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	69.8	6.7	76.5	76.3	76.6	0.1
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	36.2	5.8	42.0	40.8	42.0	-
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.5	17.8	17.8	17.8	-
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.4	18.7	18.6	18.7	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	21.5	56.7	78.2	55.8	78.2	-
Other Contracts						
Capital Outlay Support	11.4	(2.3)	9.1	9.2	9.2	0.1
Capital Outlay Construction	20.3	3.3	23.6	18.0	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	52.1	0.9	53.0	44.2	53.1	0.1

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (09/2010)	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	155.7	28.9	184.6	184.9	184.9	0.3
Subtotal BATA Capital Outlay Construction	829.9	164.5	994.4	967.3	994.4	-
Subtotal Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Subtotal Non-BATA Capital Outlay Support	1.4	6.2	7.6	7.2	7.6	-
Subtotal Non-BATA Capital Outlay Construction	31.7	9.5	41.2	31.8	41.3	0.1
Project Reserves	20.8	3.6	24.4	-	24.0	(0.4)
Total New Benicia-Martinez Bridge Project	1,059.9	212.6	1,272.5	1,208.2	1,272.5	-
Notes:	Includes EA's 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_, 0060F_,0060G_,0060H_, and all Project Right-of-Way					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	313.8	2.4	316.2	316.1	316.2	-
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	105.9	(2.0)	103.9	103.8	103.9	-
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.5)	15.6	15.7	15.7	0.1
Capital Outlay Construction	35.2	-	35.2	34.8	35.2	-
Total	51.3	(0.5)	50.8	50.5	50.9	0.1
Other Contracts						
Capital Outlay Support	15.8	1.2	17.0	16.4	17.0	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.3	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	45.1	(0.1)	45.0	42.6	45.0	-
Subtotal BATA Capital Outlay Support	124.4	0.3	124.7	124.2	124.8	0.1
Subtotal BATA Capital Outlay Construction	381.2	(0.4)	380.8	378.9	380.8	-
Subtotal Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Project Reserves	12.1	(9.8)	2.3	-	2.2	(0.1)
Total Carquinez Bridge Replacement Project [1]	528.2	(10.0)	518.2	513.0	518.2	-
Notes	Other Contracts include EA's 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and 29920_ and all Project Right-of-Way					

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (09/2010)	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation			S			
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	102.1	(5.0)	97.1	96.2	97.1	-
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	25.0	(5.0)	20.0	19.6	20.0	-
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	217.8	(8.0)	209.8	208.7	209.8	-
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	34.6	63.4	55.4	63.4	-
Capital Outlay Construction						
BATA Funding	85.2	66.2	151.4	109.1	151.4	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	66.2	161.0	109.1	161.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	12.3	16.9	-
Project Reserves	0.3	3.4	3.7	-	3.7	-
Total	133.8	111.2	245.0	176.8	245.0	-
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.3	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	36.1	(2.0)	34.1	33.4	34.1	-

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2010)	Cost to Date (09/2010)	Cost Forecast (09/2010)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
US 101/University Avenue Interchange Modification						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total	3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support	358.3	61.6	419.9	411.6	420.3	0.4
Subtotal BATA Capital Outlay Construction	1,569.8	215.3	1,785.1	1,711.9	1,785.1	-
Subtotal Capital Outlay Right-of-Way	42.5	5.9	48.4	39.9	48.4	-
Subtotal Non-BATA Capital Outlay Support	14.0	4.0	18.0	17.6	18.0	-
Subtotal Non-BATA Capital Outlay Construction	92.4	9.5	101.9	82.9	102.0	0.1
Project Reserves	35.6	(2.5)	33.1	-	32.6	(0.5)
Total RM1 Program	2,112.6	293.8	2,406.4	2,263.9	2,406.4	-
Notes:	1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_					
	2 San Mateo-Hayward Bridge Widening includes EA's 00305_,04501_,04503_,04504_ ,04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_					

[1] Due to the delays in implementation of a new Caltrans accounting system, cost data is only available through June 30, 2010.

SFOBB SEISMIC RETROFIT PROJECT

THE YBITS PROGRESS DIAGRAM

(As of September 27, 2010)

YBITS #1 Slope Hydro Seeded

YBITS Advanced Columns Complete

Legend

Westbound

SSD Contract (CC Myers)

YBITS#1 Contract (MCM)

Note:
1. W10AL, W10L, W9L, W8L, W7L & W6L all have North and South Columns.
2. EB On Ramp Structure is not included in this Diagram

Completed YBITS Advance Columns & Viaduct

Legend

Eastbound

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Fabrication

SAS at ZPMC - Lift 5 North Shaft in Milling Yard

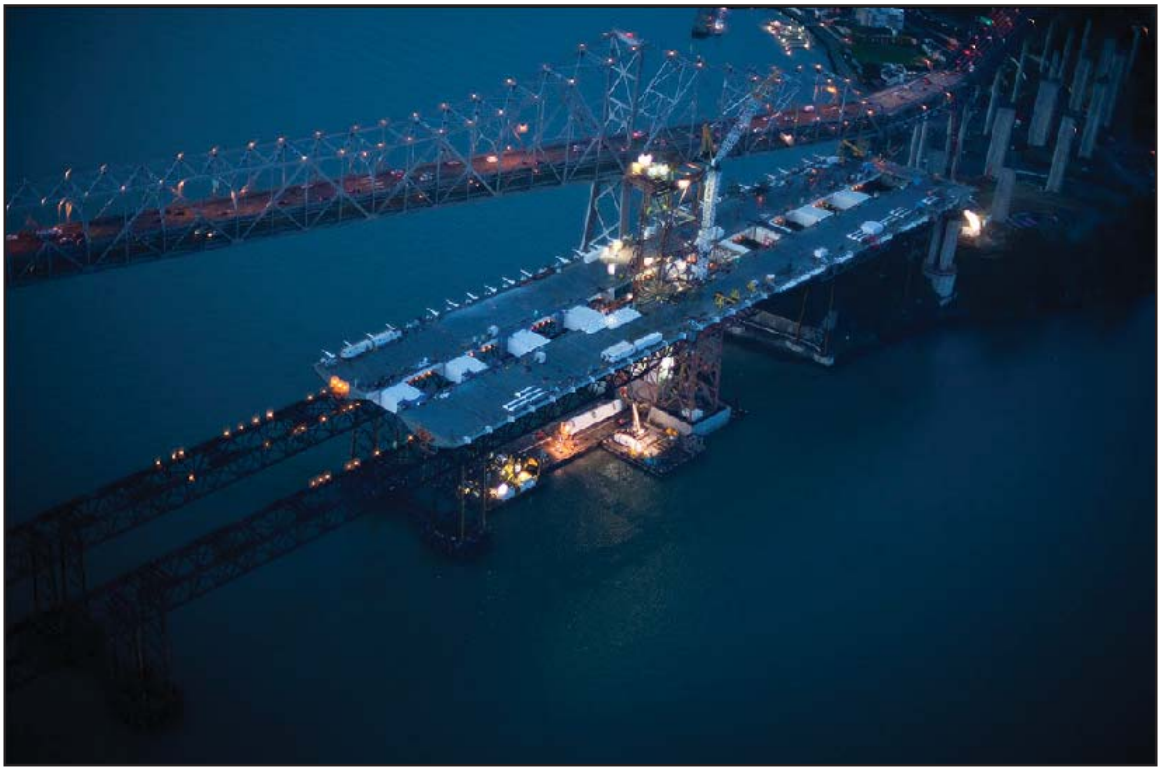
SAS at ZPMC - Lift 3 West Shaft Moved back from Painting Shop

SAS at ZPMC Ironworker Guides South Tower Shaft Second Lift Into Position

SAS Shear-Leg Crane Barge Lifting Roadway Box 7E

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work



SAS Aerial View of the Shear-Leg Crane Barge Erecting the Tower Lifts

SAS Inside the Roadway Boxes Showing the Cable Tray Installed

SAS Tower Lift 2 Shaft Being Raised into Position

SAS Tower LIft 2 Shaft Being Lifted into Place

Appendix E: Project Progress Photographs

92/880 Interchange

Eldridge Avenue Pedestrian Overcrossing (POC)

Eldridge Pedestrian Over Crossing

Overview of 92/880 Interchange Progress

Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

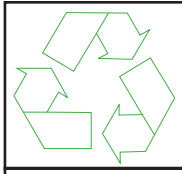
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



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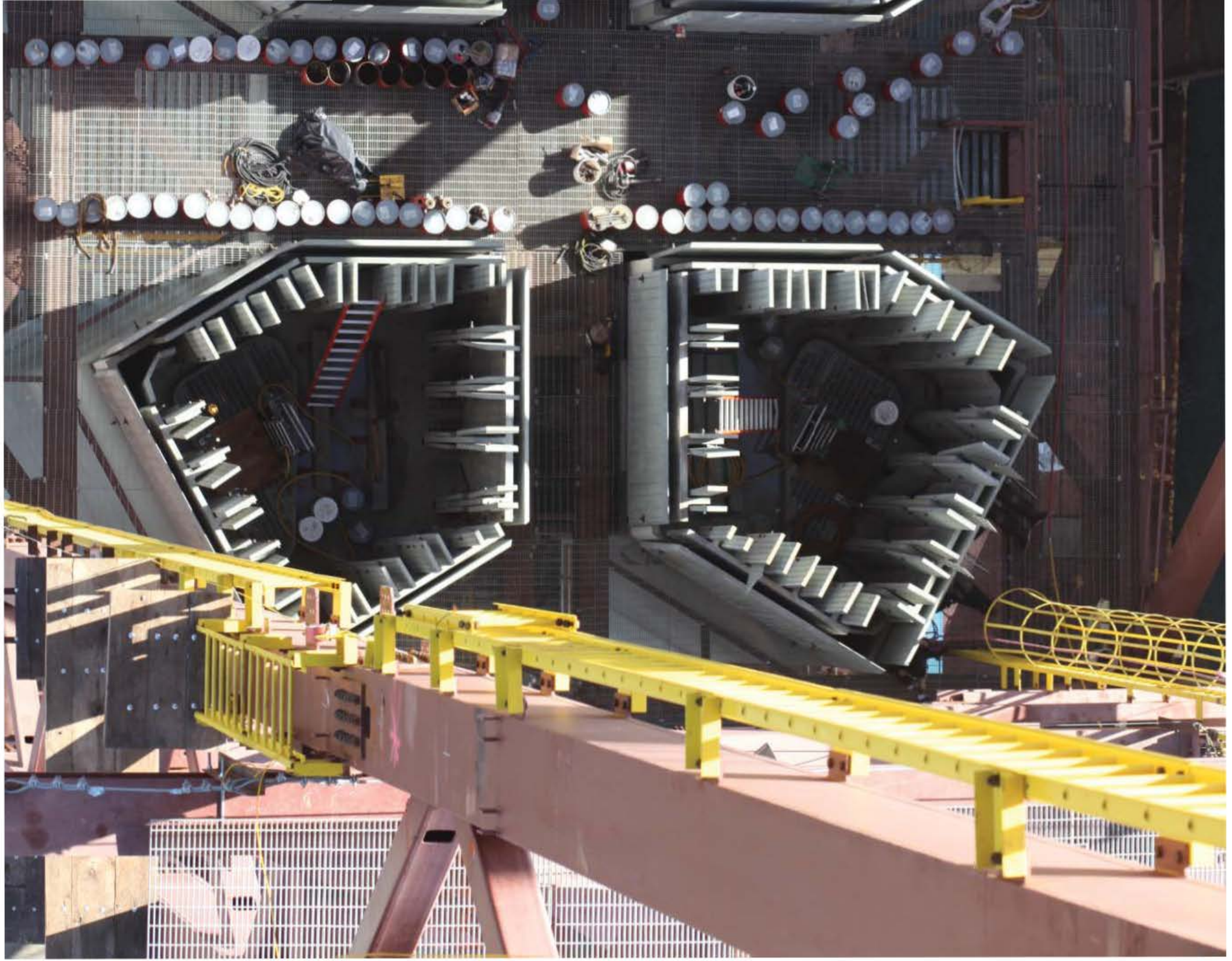
The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott Macdonald


South Top



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Jon Tapping, Manager, Risk Management, Caltrans

RE: Agenda No. - 4b
Item- Program Issues
TBSRP 3rd Quarter 2010 Risk Management Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The TBSRP Risk Manager will present an overview of the 3rd Quarter 2010 risk management results. Attached is the presentation.

Attachment(s):
Risk Management Briefing 3rd Quarter 2010

Risk Management Briefing
3rd Quarter 2010

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee Meeting
November 9, 2010

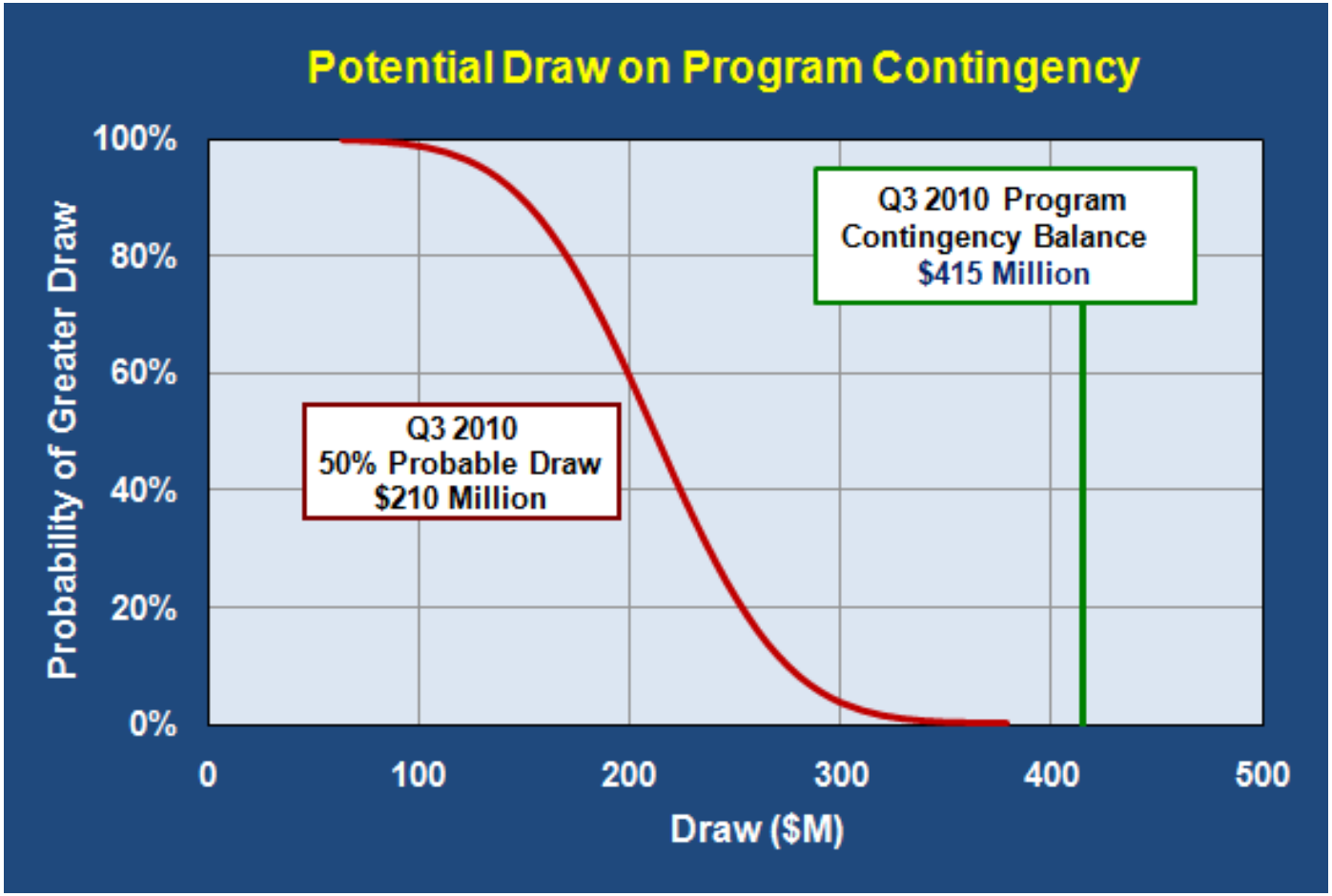
Outline

Q3 2010
Adequacy of Reserves

Good News: CCO 160

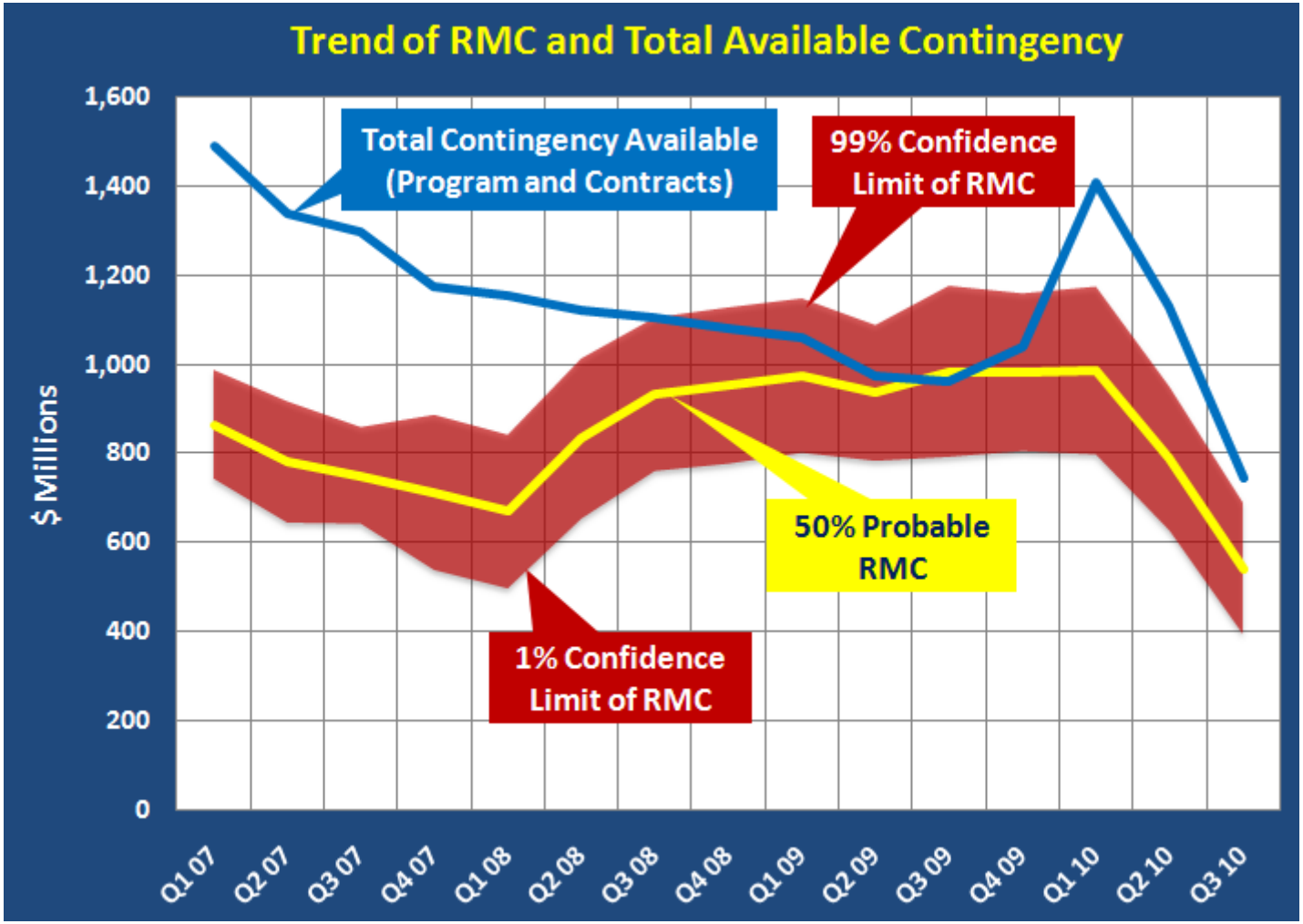
Look Ahead to Q4 2010

Q3 2010 Adequacy of Reserves

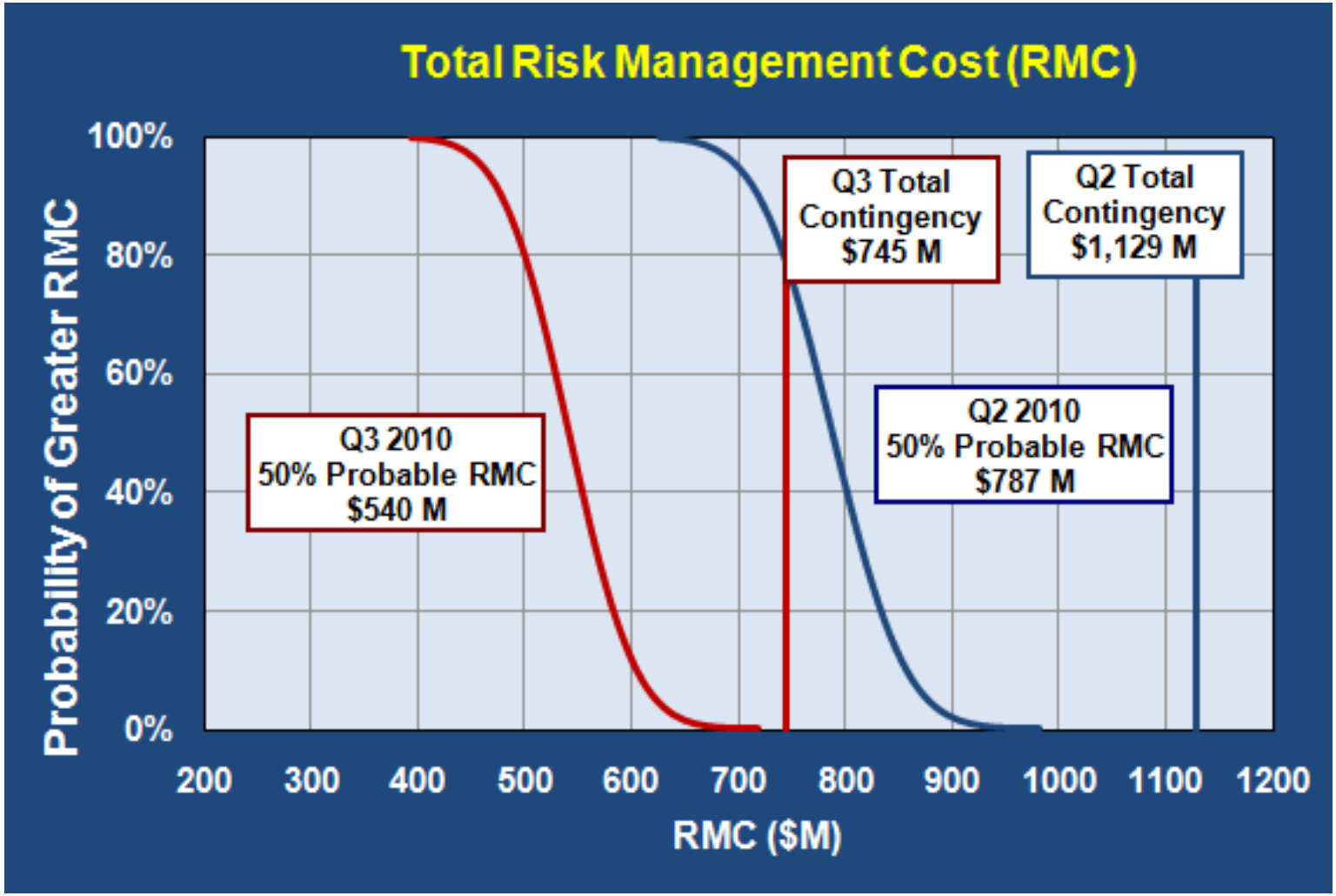


Note: Probable Draw curve does not include potential costs associated with OTD alternative detour proposals, currently under TBPOC consideration.

Program Contingency Trend



Q3 RMC and Total Contingency



Good News in CCO 160

- **All Q2 CCO 160-related risks were retired and were approximately $45 million more than the maximum cost of executed CCO 160.**
- **CCO 160 effectively retired all schedule risks associated with past issues and claimed delays.**
- **CCO 160 demonstrates the transparency of the risk management process – there have been no surprises in the magnitude of forecasted contract costs – the risk register has been carrying realistic forecasted costs associated with CCO 160-related risks over several years.**
- **CCO 160 validates the effectiveness of the Risk Teams in preparing range estimates of cost exposure.**
- **The SAS contract is effectively "reset" with CCO 160. Not only are past and future risks reduced, but the range of risk between the minimum and maximum exposure (uncertainty) is also reduced.**

Look ahead to Q4 2010

- **While CCO 160 greatly reduced risk and uncertainty, there remain significant cost/schedule risks ahead. e.g., fabrication of OBG 13/14, tower completion, cable works, load transfer, and adjacent contract interface – We need to continuously assess and manage.**
- **The forward-looking risks noted above have been previously identified, quantified, and reported in earlier quarters. No additional significant future schedule risks have been identified in Q3 or since the execution of CCO 160.**
- **While proposed OTD alternative alignment detour costs and associated risks are not included in the Q3 risk management results, the Q3 results provide the TBPOC powerful cost risk information to manage program contingencies for the benefit of the project. OTD alternative alignment costs and associated risks will be incorporated in Q4 risk management results.**
- **With the execution of CCO 160, expect better collaboration between the Project Team and Contractor with respect to the project schedule. The "East End" fabrication schedule is expected to become more definitive.**

Questions?

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Mark Shindler, District Office Chief, Right-Of-Way Appraisals, Estimating and Project Management Services, Caltrans

RE: Agenda No. - 5a

Item- Program Issues
West Approach Right-of-Way Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The State purchased six (6) parcels for the West Approach Project. The parcels included two (2) vacant properties and four (4) live/work lofts in the Clocktower.

The vacant properties are located on Harrison Street adjacent to Harrison Street off-ramp and the northwest corner of Beale and Bryant Streets. Only the parcel on Harrison Street is excess, the Beale/Bryant Street parcel is to be developed into a park and the remainder landscaped r/w. The Harrison Street lot was purchased from Emerald Fund with a provision that they have first right to purchase. Caltrans entered into an option agreement with Emerald Fund on September 17, 2007; the value is based on the Entitlements they receive from the City. Emerald Fund has received entitlements that require a payment to the State of $12,180,000. The option has been extended to 12/31/2010 as the developer is currently working on HUD financing to construct the project. The agreement is for 20% down at closing, with the State financing the remainder.

The lofts in the Clocktower (461 2nd Street) are:

Unit Number	Unit Size	Date Purchased	Purchase Price	Rental Rate
T253	443 sf	8/31/2005 *Est. FMV*	$427,000 *$287,000*	$1,300/mn
T254	602 sf	9/13/2003 *Est. FMV*	$295,000 *$360,000*	$1,200/mn
T354	790 sf	4/30/2007 *Est. FMV*	$530,000 *$435,000*	$2,000/mn
T355	653 sf	8/27/2003 *Est. FMV*	$310,000 *$400,000*	$1,700/mn

Each of these units has windows that look out over the lower deck. All units are studios except 354T which is considered to be a one-bedroom.

The residential real estate market in San Francisco has fared better than most areas in the State during the current recession. In the Clocktower, there have been two sales in the last 12 months that are similar to the State's units: in May 2010, a 647 sf loft (c109) sold for $480,000 (741.88/sf), and in July 2010, a 639 sf loft (c123) sold for $425,000 ($665.10/sf). Loft c123 has a sales history of Feb 2004 - $346,500 (22.6% increase) and May 2007- $520,000 (18.2% decrease).

The rent is divided 76% to the Public Transit Account (governor moved to general fund) and 24% to the city as specified by law.

Unit T253, the least desirable unit, vacated on November 1st and is a good candidate to test the market. Due to the current market conditions and the supply of condos/lofts, the District believes that if the TBPOC wants to test the market a broker/agent participation offer of 2% of sales price would increase the probability that an auction would be successful both in selling the unit and receiving the best price. The 2% would need to be payable by MTC or BATA, as the State is statutory-forbidden from paying outside commissions.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Peter Lee, Senior Transportation Engineer, BATA

RE: Agenda No. - 5b

Program Issues

Item- West Approach Landscaping and Lighting Contract Award and Allocation

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Recommendation:
APPROVAL

Cost:
$4 million

Schedule Impacts:
N/A

Discussion:
The PMT requests an award and allocation approval of $4 million for a landscaping and lighting contract as part of the San Francisco-Oakland Bay Bridge West Approach Seismic Replacement Project.

As part of the San Francisco-Oakland Bay Bridge West Approach Seismic Replacement Project, Caltrans is constructing lighting and landscaping improvements to areas impacted by the construction contract. Work includes construction of a dog park at the corner of Beale and Bryant streets.

Five bids were opened on September 21, 2010. A low bid of $2.6 million was submitted by Gordon N. Ball, Inc of Alamo, CA that was nearly 26 percent less than the engineer's estimate.

Including supplemental work, state-furnished materials, and a contract contingency, Caltrans has requested an allocation of $4 million for the contract from the TBPOC and BATA. BATA will take action on this request on November 10, 2010. Funds for the work are available for allocation from the West Approach Seismic Replacement Project budget.

Attachment(s): N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6a1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island (YBI) Detour Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Yerba Buena Island Detour contract will be provided at the November 9th meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the Yerba Buena Island Transition Structures No. 1 contract will be provided at the November 9th meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Brian Maroney, Deputy Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 6c

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown (OTD) No. 2
Temporary OTD Detour Alignment & Bicycle/Pedestrian Access

Recommendation:
APPROVAL of a bicycle-pedestrian facility on the westbound Temporary Oakland Touchdown Detour and across to the OTD-Skyway bicycle-pedestrian facility

APPROVAL of Alignment #9 for the Temporary Oakland Touchdown Detour

Cost:
(Billboards and Cell Towers)
Alignment #7 ($23-28 million) 5% confidence
Alignment #9 ($7.5-9 million) 75% confidence

Schedule Impacts:
(Numbers report the differences between the schedules for Alignment #9 and Alignment #7)
7 months on Temporary Oakland Touchdown Detour
4 months on SFOBB Seismic Safety Opening

Discussion:
This memo is to provide information for the selection of an alignment for the Temporary Oakland Touchdown Detour (TOTDD) in order to allow for early and simultaneous eastbound and westbound opening, and approval of a bicycle-pedestrian facility access onto the east end of the new bridge at the time of bridge opening. During the November 9, 2010 TBPOC meeting a brief presentation is planned, however, it is anticipated TBPOC members will be briefed by their associated staff in detail prior to the meeting. In this memo, the bicycle-pedestrian decision is addressed first because by doing so the discussion and the decision can be simplified.

Per direction from the TBPOC, a bicycle-pedestrian access plan for the east end of the Bay Bridge has been identified. Bicycles and pedestrians could be allowed to travel up the westbound TOTDD structure and across a small bridge that would connect to a ramp structure that would be constructed on top of the existing OTD and Skyway bicycle-pedestrian facility. Preliminary images in Attachment #1-A offer valuable perspective of the planned facility.

A number of alternative alignments for the TOTDD have been considered. Currently, two are still being considered and are referenced as Alignment #7 and Alignment #9. Images of the alignments can be reviewed in Attachment #1-B. Technical layout images of these alignments are also offered in the same attachment. Schedules for both alignments can be reviewed in Attachment #1-C. A side-by-side comparison of significant roadway parameters is also available in Attachments #2. Two issues have generated significant discussion: 1) potential take of the billboards and cell phone towers, and 2) temporary non-standard roadway conditions during staged construction of the Bay Bridge.

Roadway design teams have evaluated the roadway design parameters of the two alternatives. Both temporary detour alignments may require design exceptions. From meetings with the Headquarters Project Development Coordinator for District 4, it is anticipated that approval for these exceptions will be obtained. Additionally, Alignment #9 provides for a non-standard lane and shoulder width roadway at the time of Seismic Safety Opening (SSO) for a duration of approximately 4 months. The non-standard conditions are four 11-foot wide lanes, one 12-foot wide lane, and two one-foot shoulders for approximately ¾ miles. Such non-standard roadway conditions are very common for stage construction. As this condition is associated with temporary construction staging under the OTD2 contractor, no design exceptions are necessary. Attachment #1-B includes an illustration identifying the location of the temporary non-standard roadway elements. Alignment #7 provides for full standard 12-foot traffic lanes and 10-foot shoulders at the time of SSO. The roadway design team has concluded from a technical design perspective either alignment is satisfactory.

An important parameter in the selection of the alignment is associated with the 3 billboards and the two cell phone towers that can be seen in the images of Attachments #2. Alignment #9 places eastbound vehicular traffic underneath a single billboard. Alignment #7 places traffic through 2 billboards and 2 cell phone towers, which would require removal of the billboards and the cell phone towers. District 4 Right-of-Way

reports that condemnation may be necessary with a 95% likelihood associated with Alignment #7 and a 25% likelihood associated with Alignment #9. The dollar values reported by Right-of-Way assume a willing buyer if the structures are taken down and they are replaced once the detour system is no longer needed.

A summarizing table is offered below.

Table of Summarized Alignment Comparisons

Alignment # 7	Alignment #9
1) Does not support a schedule for SFOBB Seismic Safety Opening.	1) Supports a schedule for SFOBB Seismic Safety Opening.
2) May require approval of non-standard elements for the duration of the detour for either alignment. The design exceptions would be essentially the same for either alignment.	
3) Allows for standard 12-foot lanes and 10-foot shoulders on all of eastbound OTD at SSSO.	3) Allows for non-standard widths of four 11 foot traffic lanes, one 12 foot traffic lane, and two 1 foot shoulders on eastbound OTD for ¾ mile at SSO. As this work will be completed under a single construction contract (OTD2), no design exceptions are required.
4) R/W costs of $23-28 *million with a 5% confidence bound of not exceeding these costs.	4) R/W costs of $7.5-9 million with a 75% confidence bound of not exceeding these costs.
5) 1 Billboards will remain undisturbed and 2 billboards will be removed and replaced following SSO.	5) Billboards and cell towers will remain on site.

* Contingent upon billboards and structures being put back in place once the new bridge opens

Two specific approvals are requested by the PMT:

1) Approval of Alignment #9 for the Temporary Oakland Touchdown Detour, and

2) Approval of incorporation of the presented bicycle-pedestrian facility into the TOTDD and OTD2 work.

Attachment(s):
Attachments 1-A, 1-B, 1-C
Attachment 2 – OTD Detour, Comparison of Alignment 7 and 9 for motorist and bicyclist/pedestrian features


Attachment #1-A


Temporary Bikepath Alignment

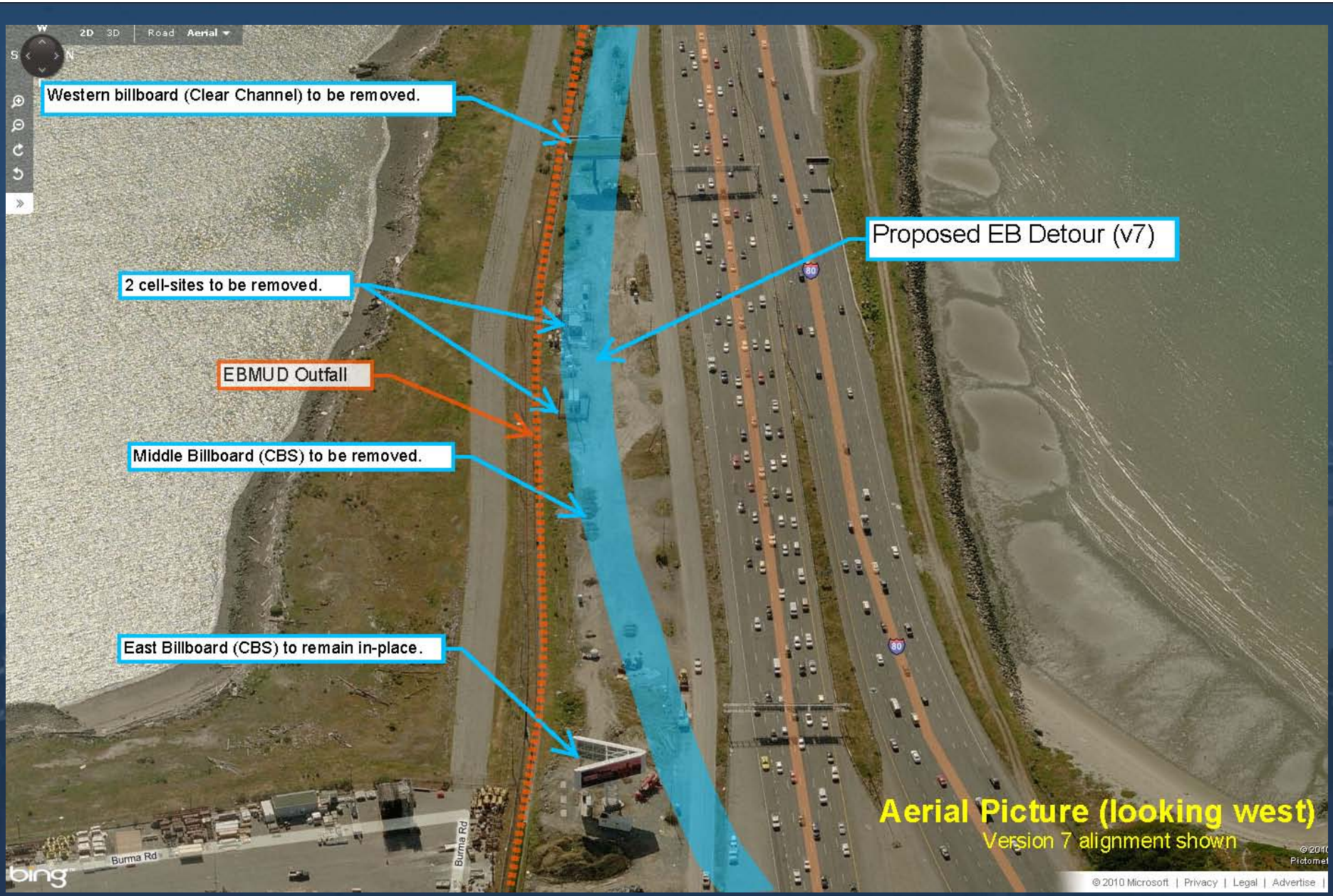
THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

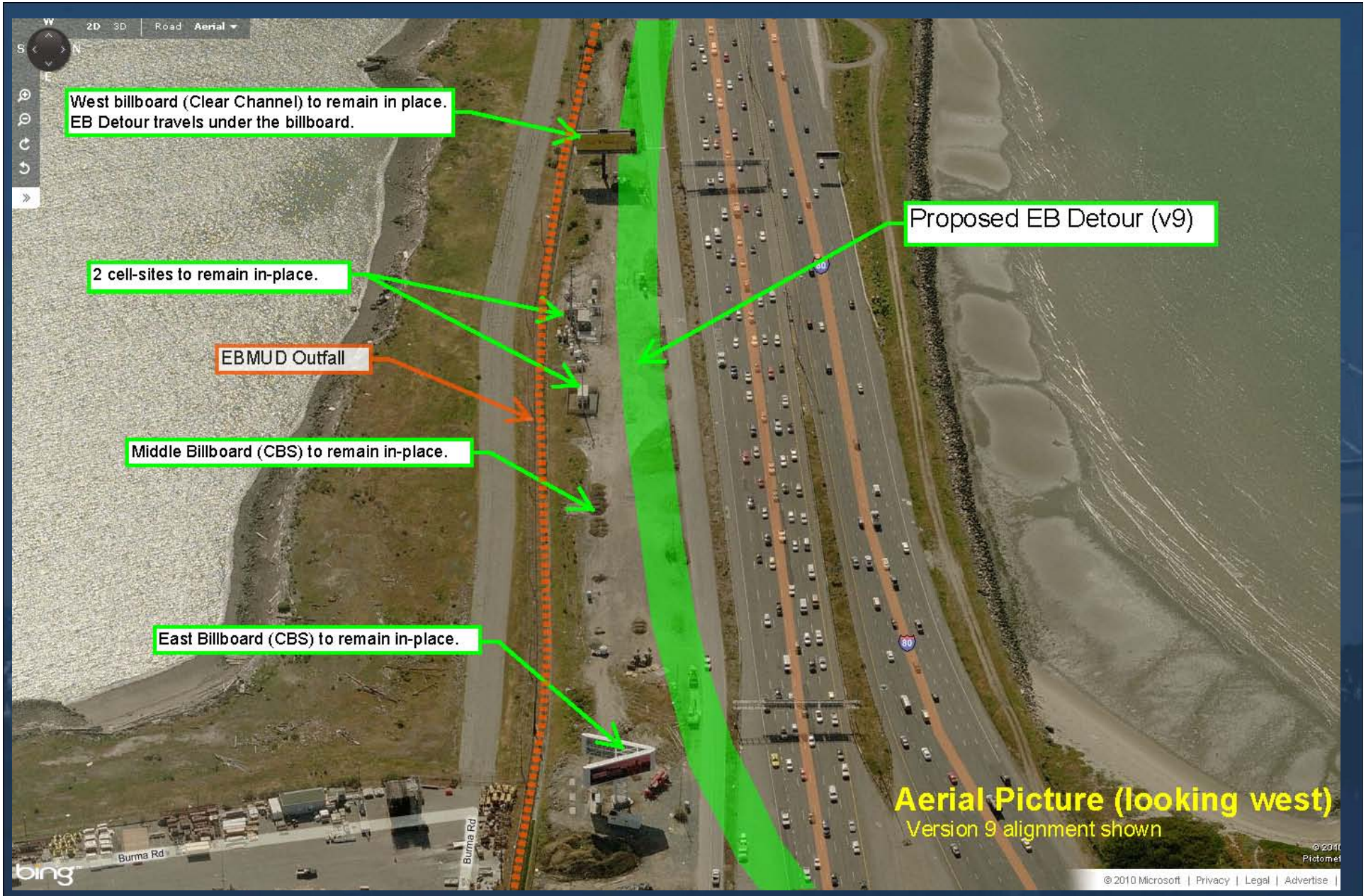
Attachment #1-B



THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Alignment #7

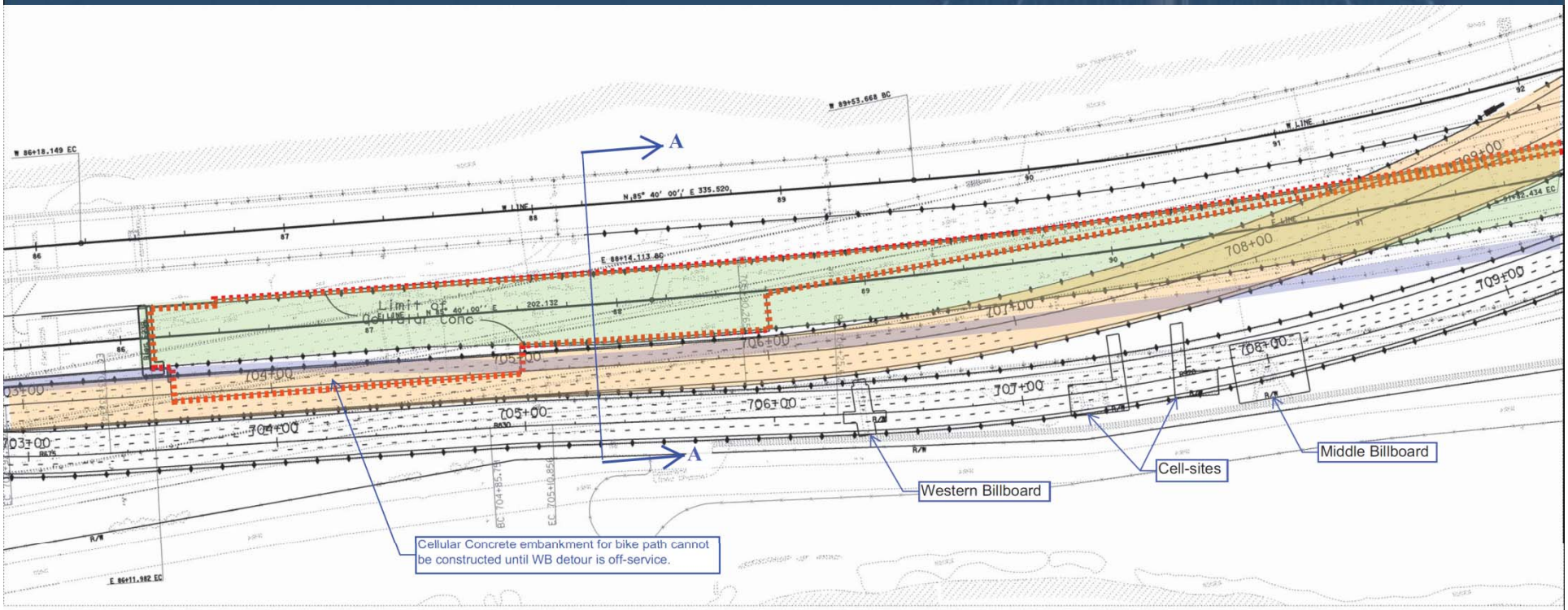


THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Alignment #9

Alignment 7



Limit of Cellular Concrete

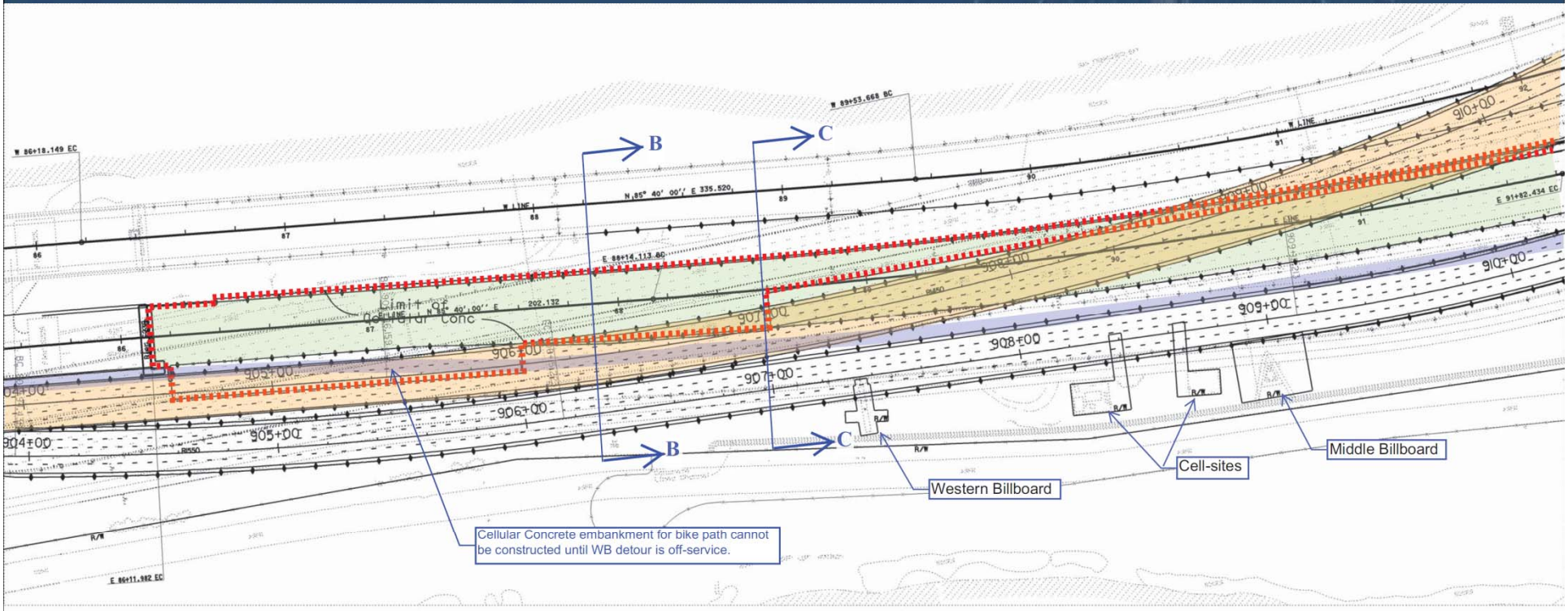
Embankment required for new EB Roadway

OTD-SSD WB Detour

Permanent Bikepath Alignment

OTD-SSD Aln V7 - Southern Alignment Option

Alignment 9



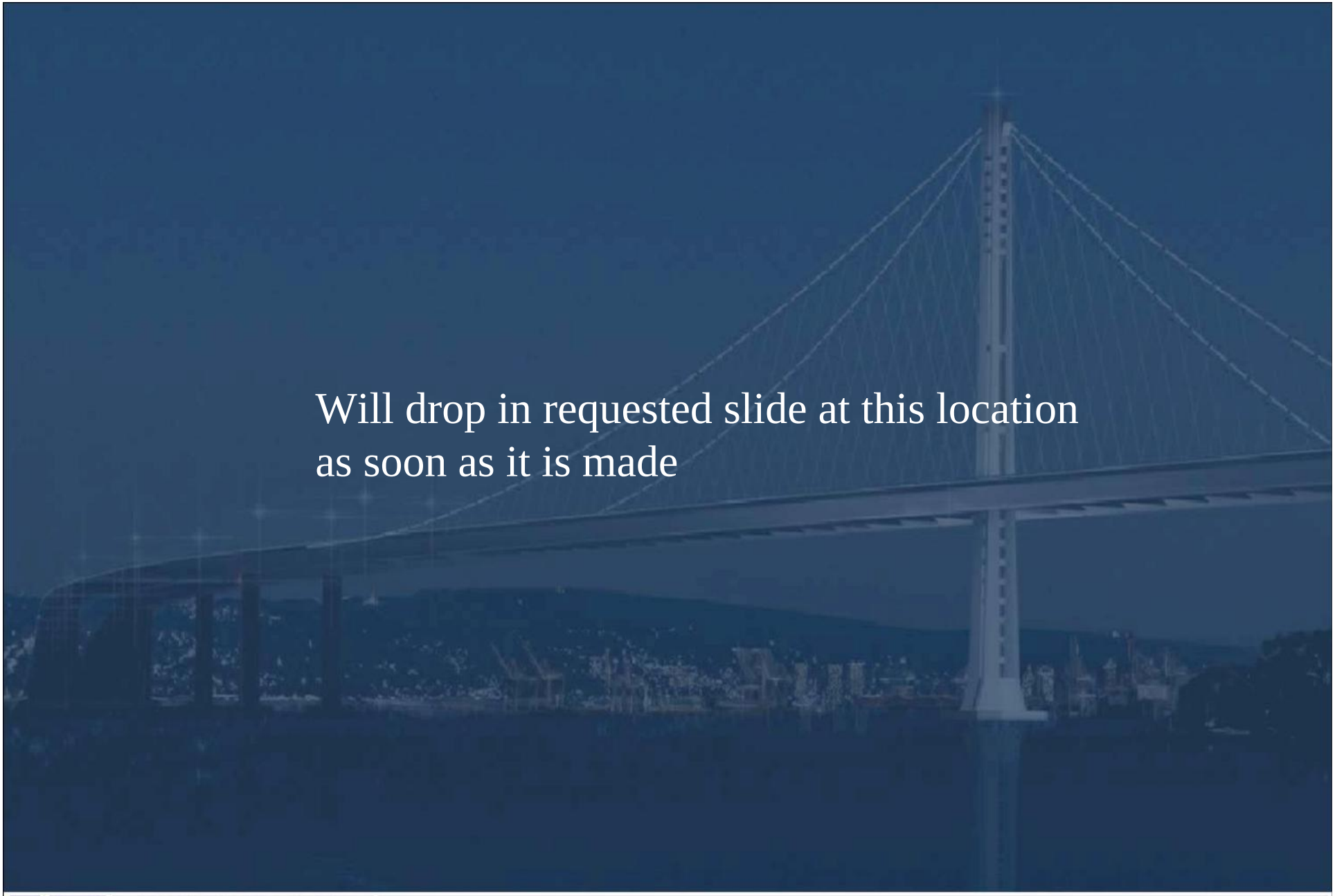
Limit of Cellular Concrete

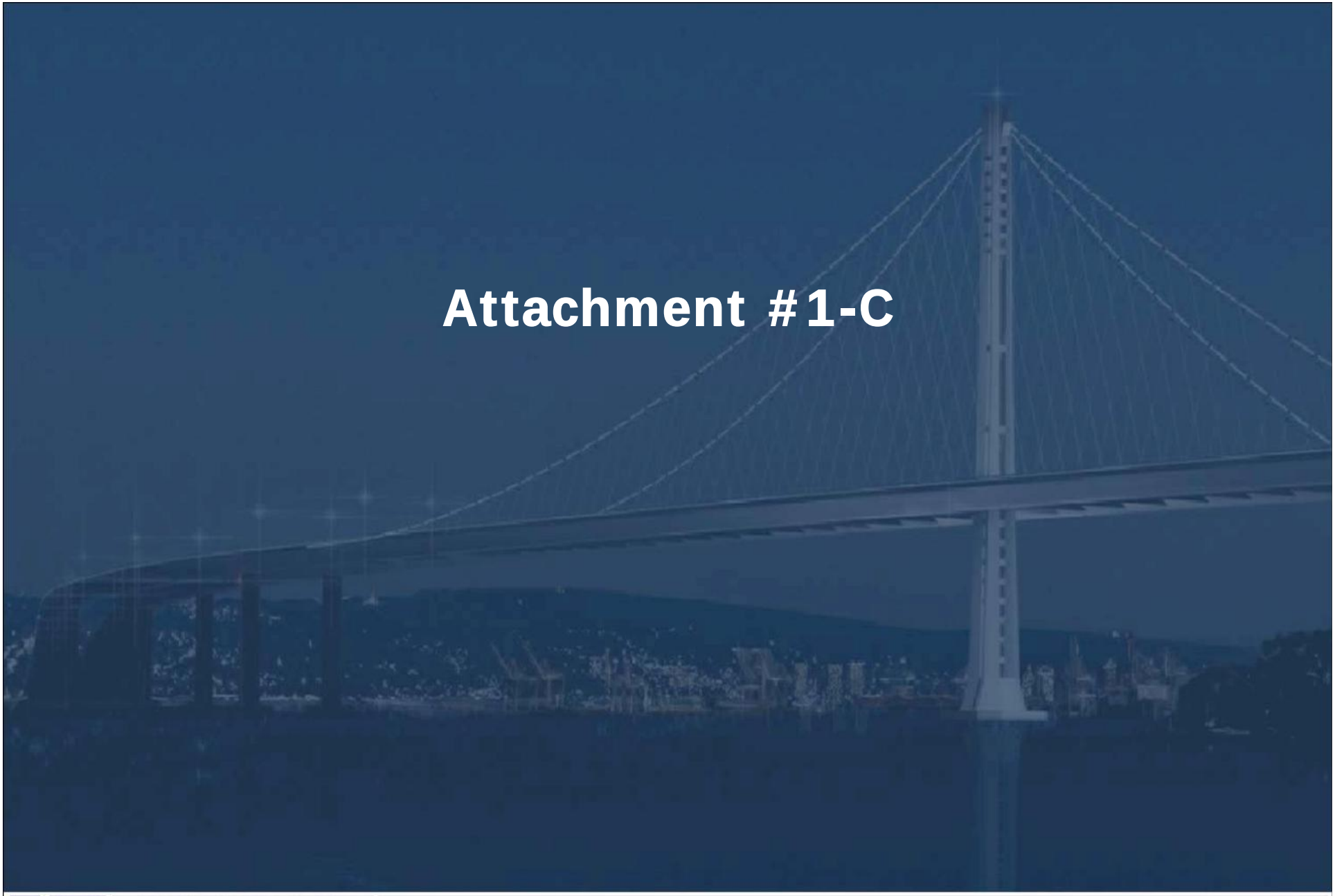
Embankment required for new EB Roadway

OTD-SSD WB Detour

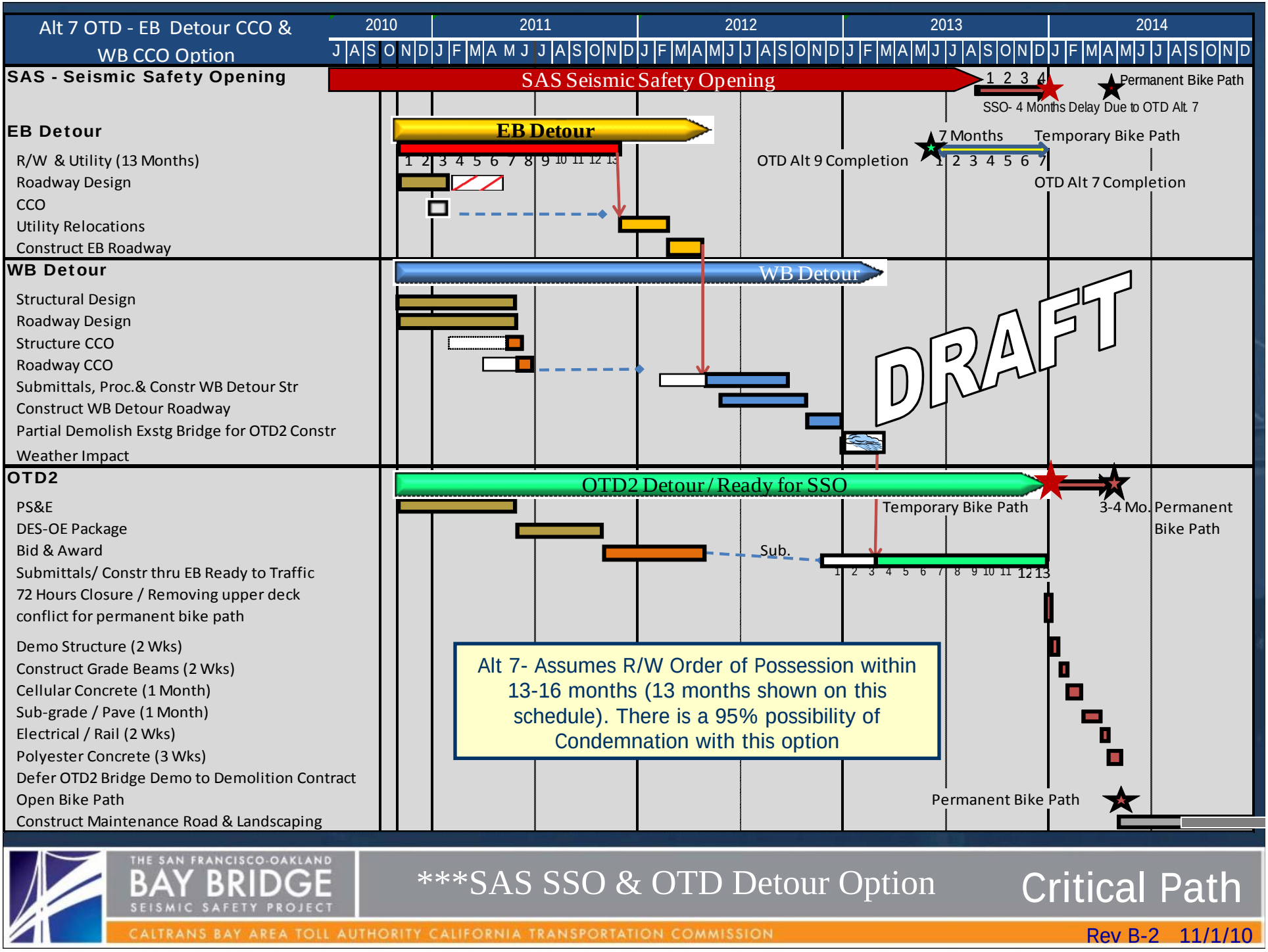
Permanent Bikepath Alignment

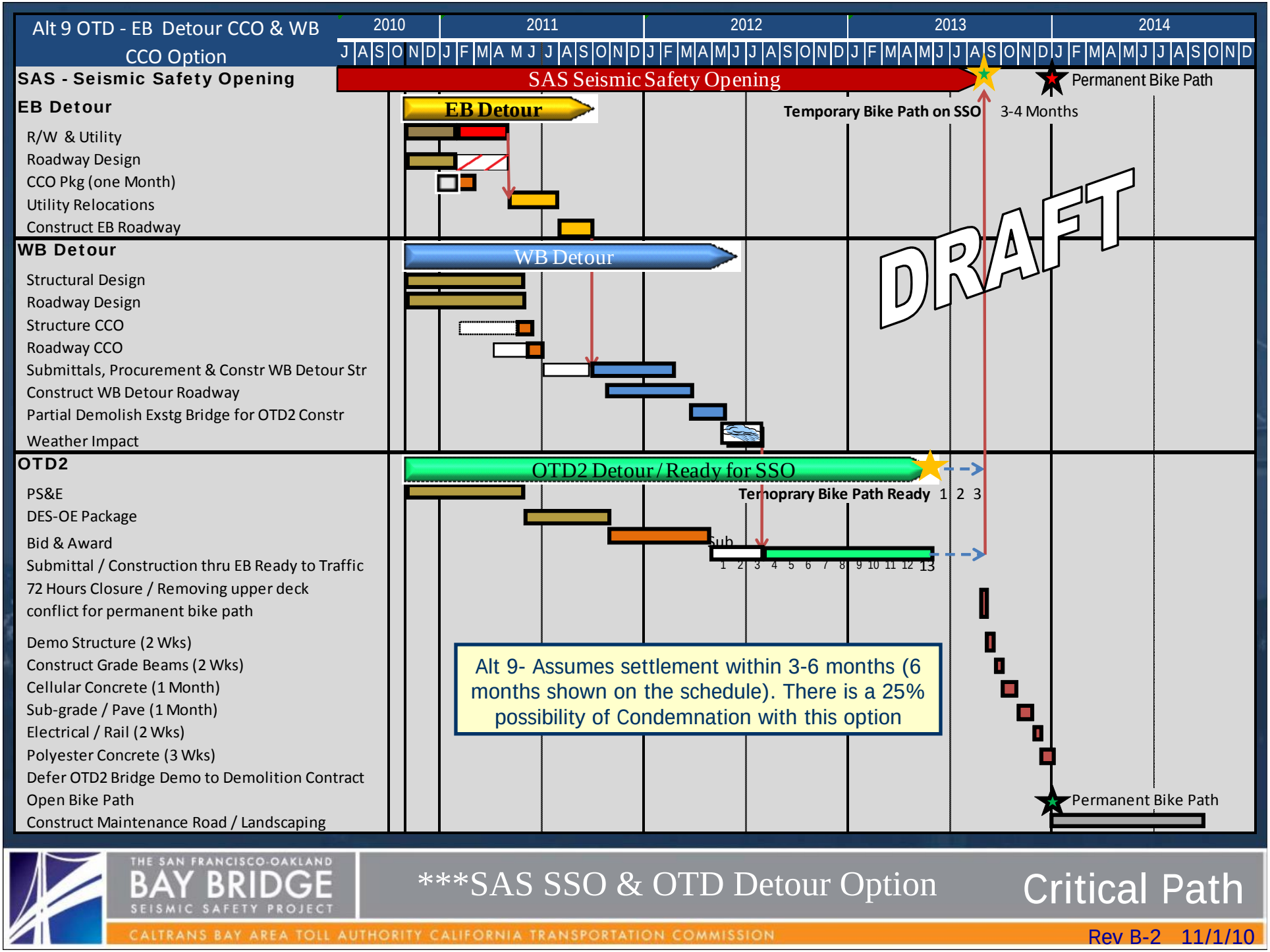
OTD-SSD Aln V9 - Northern Alignment Option
(Preferred Alternative)


Will drop in requested slide at this location
as soon as it is made



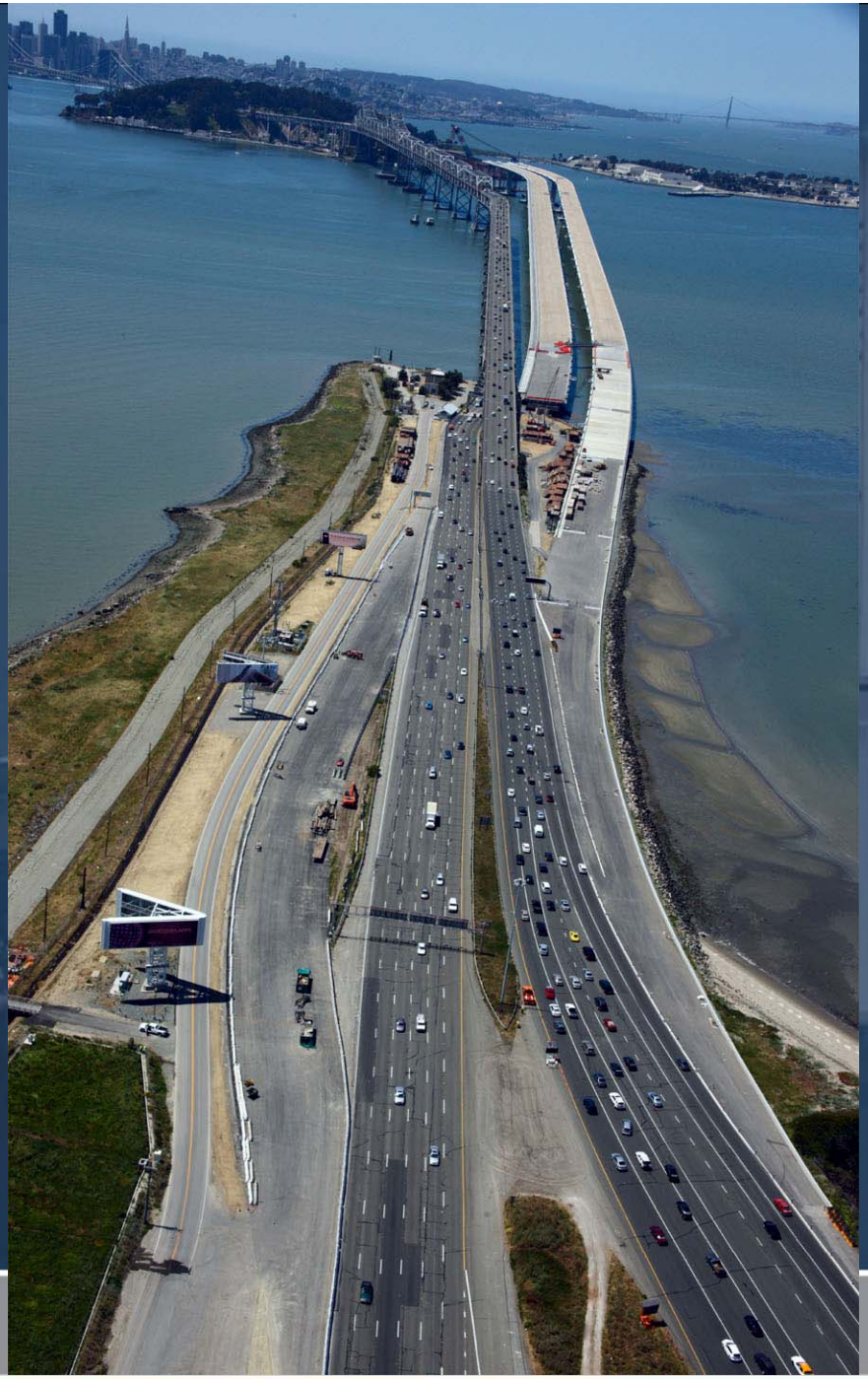
Attachment #1-C


Alt 7 OTD - EB Detour CCO & WB CCO Option
2010
2011
2012
2013
2014
J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
SAS - Seismic Safety Opening
SAS Seismic Safety Opening
1 2 3 4
Permanent Bike Path
SSO- 4 Months Delay Due to OTD Alt 7
EB Detour
EB Detour
R/W & Utility (13 Months)
Roadway Design
CCO
Utility Relocations
Construct EB Roadway
1 2 3 4 5 6 7 8 9 10 11 12 13
OTD Alt 9 Completion
7 Months
Temporary Bike Path
1 2 3 4 5 6 7
OTD Alt 7 Completion
WB Detour
WB Detour
Structural Design
Roadway Design
Structure CCO
Roadway CCO
Submittals, Proc.& Constr WB Detour Str
Construct WB Detour Roadway
Partial Demolish Exstg Bridge for OTD2 Constr
Weather Impact
DRAFT
OTD2
OTD2 Detour / Ready for SSO
PS&E
DES-OE Package
Bid & Award
Submittals/ Constr thru EB Ready to Traffic
72 Hours Closure / Removing upper deck conflict for permanent bike path
Temporary Bike Path
3-4 Mo. Permanent Bike Path
Sub.
1 2 3 4 5 6 7 8 9 10 11 12 13
Demo Structure (2 Wks)
Construct Grade Beams (2 Wks)
Cellular Concrete (1 Month)
Sub-grade / Pave (1 Month)
Electrical / Rail (2 Wks)
Polyester Concrete (3 Wks)
Defer OTD2 Bridge Demo to Demolition Contract
Open Bike Path
Construct Maintenance Road & Landscaping
Alt 7- Assumes R/W Order of Possession within 13-16 months (13 months shown on this schedule). There is a 95% possibility of Condemnation with this option
Permanent Bike Path
THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT
***SAS SSO & OTD Detour Option
Critical Path
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION
Rev B-2 11/1/10


Alt 9 OTD - EB Detour CCO & WB CCO Option
2010
2011
2012
2013
2014
J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
SAS - Seismic Safety Opening
SAS Seismic Safety Opening
Permanent Bike Path
EB Detour
EB Detour
Temporary Bike Path on SSO
3-4 Months
R/W & Utility
Roadway Design
CCO Pkg (one Month)
Utility Relocations
Construct EB Roadway
WB Detour
WB Detour
Structural Design
Roadway Design
Structure CCO
Roadway CCO
Submittals, Procurement & Constr WB Detour Str
Construct WB Detour Roadway
Partial Demolish Exstg Bridge for OTD2 Constr
Weather Impact
DRAFT
OTD2
OTD2 Detour / Ready for SSO
Temoprary Bike Path Ready 1 2 3
PS&E
DES-OE Package
Bid & Award
Submittal / Construction thru EB Ready to Traffic
72 Hours Closure / Removing upper deck conflict for permanent bike path
Sub
1 2 3 4 5 6 7 8 9 10 11 12 13
Demo Structure (2 Wks)
Construct Grade Beams (2 Wks)
Cellular Concrete (1 Month)
Sub-grade / Pave (1 Month)
Electrical / Rail (2 Wks)
Polyester Concrete (3 Wks)
Defer OTD2 Bridge Demo to Demolition Contract
Open Bike Path
Construct Maintenance Road / Landscaping
Alt 9- Assumes settlement within 3-6 months (6 months shown on the schedule). There is a 25% possibility of Condemnation with this option
Permanent Bike Path
THE SAN FRANCISCO-OAKLAND BAY BRIDGE SEISMIC SAFETY PROJECT
***SAS SSO & OTD Detour Option
Critical Path
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION
Rev B-2 11/1/10

Attachment #2

see file TBPOCnov9TOTDDsidebysidev2.doc



THE SAN FRANCISCO-OAKLAND

BAY BRIDGE

SEISMIC SAFETY PROJECT

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

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OTD Detour
Comparison of Alignment 7 and 9 for motorist and bicyclist/pedestrian features

	Alignment #9	Alignment #7
	o	
Bicycle/pedestrian for new path applicable to alignment 7 or 9	• Using Segment III and eastbound and westbound detour pavement to get users to the existing bridge upper deck. From the upper deck use "Bailey" bridge to cross over to new path as soon as possible. • Will need the 72 hour bridge closure to place path over the detour pavements and place k-rail and Bailey bridge and connection to bike path on the new SFOBB. • Will need to k-rail and fence off access to rest of the upper deck of the existing bridge and modify any expansion joints for bike traffic • Pros o Provides connection to new bridge away from construction of permanent path so access will not need to be closed to complete the permanent path. This will require staging such that the path will need to be moved around to facilitate construction activities (primarily the removal of the detour pavement). o Keeps bicyclists and pedestrians away from the majority of construction of permanent OTD2 o Construction activities on just one side of path o Can keep user traffic separate from EBMUD and others who will use Burma Rd to access their facilities at the end of the Mole o No elevator or trestle into the bay is required o Keeps bicyclists and pedestrians away from freeway traffic	• same

	• Cons o Will need k-rail to separate users from construction on upper deck while contractor removes another sliver of the north side of upper deck o Care will need to be exercised by users when using Bailey bridge and entering and leaving the new bridge path – tight turning radius likely o Path will be shifted to accommodate construction (removal of detour pavement)	
Motorist [There is very good tow service available on the bridge and nearby so response time for disabled vehicles is quick]	• 4-11' lanes, 1-12' lane • 1' shoulder both sides • Distance ¾ mi +/- • Pro o Similar configuration as existing bridge o Similar to extensive sections of Rte 80 o Motorists used to this configuration o Alignment is straight – no significant curves o Only ¾ mi and for only 4 -6 months o Very good sight distance as traffic is heading in a downward direction • Con o No shoulder o Lanes slightly narrower than standard lanes	• 5-12' lanes • 10' shoulder both sides • Distance ¾ mi +/- • Pro o Standard lanes and shoulders • Con o none

Met with Roland Au-Yeung (Traffic Safety), Laura Thompson (ABAG), Ande Bennett (BCDC)
Roland concurs with motorist information above
Roland favors the new bicyclist and pedestrian access described above (using existing bridge). Least favorite is the shoulder option for access.
Laura and Ande prefer using either Burma Rd (but only if can use k-rail to provide a protected, separate facility) or the new access described above.
Laura and Ande do not like elevator.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** November 1, 2010

FR: Jason Weinstein, Senior Program Coordinator, BATA

RE: Agenda No. - 7

Item- Antioch/Dumbarton Bridge Seismic Retrofit Updates

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion
Antioch Bridge Seismic Retrofit (04-1A5214)

Contractor: California Engineering Contractors, Inc. (CEC)
Bid A+B: $34,926,343.50 + 300 days at $10,500

Contract Approval Date: May 19, 2010
First Working Day: July 13, 2010
Target Date of Completion: September 20, 2011
Time Elapse – 26% (as of November 1, 2010)
Complete 26% (as of November 1, 2010)

Status**:** A temporary access road on Sherman Island was completed at the end of September within our environmental ground disturbance allowance window. Completing this access road was important to allow CEC to continue working on over half of the piers during the upcoming winter and spring seasons.

Earthquake Protection Services successfully performed quality control tests on 12 isolation bearings during the week of October 18th. Eight of these bearings are undergoing quality assurance tests at UC San Diego during the week of November 1st and expected to be completed by November 5th. The first isolation bearings are scheduled for installation at Pier 3 during the week of November 8th. The Antioch Bridge will be the longest bridge in the Americas to use isolation bearing technology.

Column casing fabrication by Trade Winds Steel Group in Daegu, South Korea started the first week of November. One hundred and seventy six column casings will be installed at the Sherman Island approach slab bridge.

Steel cross frame mock ups of "T" and "K" configurations were approved on October 29th. Fabrication of cross bracing by Brooklyn Iron Works in Spokane, Washington started the 1st week of November. The tubular cross bracing will be installed at the tallest 20 piers with the tallest cross frame standing 139 feet high.

Dumbarton Bridge Seismic Retrofit (04-1A5224)

Contractor: Shimmick Construction Company
Bid A+B: $46,576,235.72 + 460 days at $10,500

Contract Approval Date: August 26, 2010
First Working Day: October 19, 2010
Target Date of Completion: August 9, 2012
Time Elapse – Less than 2% (as of November 1, 2010)
Complete - Less than 2% (as of November 1, 2010)

Status**:** Shimmick has set up its construction offices near the east side abutment.

The SWPPP was approved during the week of October 25th allowing field work to commence. SWPPP measures will begin to be installed during the week of November 1st with the first piles for the pump station and the west side approach slab structure scheduled to be driven on land during the week of November 27th.

Attachment(s):
N/A

ITEM 8: OTHER BUSINESS

No Attachments